



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

March 22, 1998 - March 28, 1998

Summary

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

- I Significant Occurrence Report
- II Domestic Service Difficulty Report
- III International Service Difficulty Report
- IV Index By Operator
- V Index By Aircraft Make and Model
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ISSUE: 98-13



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

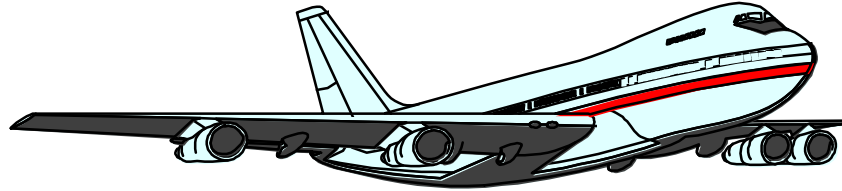
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

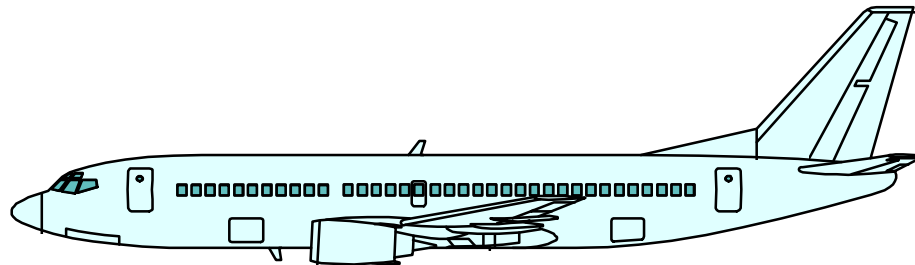
john_e_jackson@mmacmail.jccbi.gov

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SIGNIFICANT OCCURRENCE REPORT





U.S. Department
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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identity potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

3/22/98 - 3/28/98 ISSUE: 98-13 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7120			LYC T5317A			BEARING F12A11	BROKEN RT AFT EMG MT	2649	8/10/97 CA971016001
*****	(CAN) RT AFT ENGINE MOUNT BEARING FOUND LOOSE IN THE ENGINE MOUNG FITTING P/N K97211312. ON DISASSEMBLY, ONE OF THE ENGINE MOUNT BEARINGS OUTER RACE HALVES WAS FOUND SPLIT IN TWO. RETAINING LIP WAS FOUND WORN AWAY ALLOWING THE BEARING TO MOVE Laterally.								
5730	82324 FM7	BEECH B300C				SKIN 5011002593	CRACKED RT WS 124.6	3/2/98	98ZZZX1101
*****	RIGHT WING UPPER SURFACE JUST OUTBOARD OF WING ATTACH BETWEEN FRONT AND REAR SPARS, WS 124.6 WAS FOUND WRINKLED AND CRACKED DURING A PHASE 2 INSPECTION. LOG BOOK HISTORY SHOWS A WRINKLE WAS FIRST NOTICED (10-27-93) (TT 151 HOURS) AND WAS FOUND OK FOR SERVICE BY A BEECH REP. THE SECOND LOG BOOK ENTRY WAS JULY OF 1995 AND AGAIN OK BY A BEECH REP. NOW, 3-2-98 DURING A PHASE 2 INSPECTION, THE WRINKLE WAS FOUND CRACKED ABOUT 1 INCH LONG.								
2565		BOEING 747438			7A1323107	RESERVOIR 5A26441	INCORRECT FIT ESCAPE SLIDE	1/5/98	AU980070
*****	(AUS) UPPER DECK ESCAPE SLIDE UPPER TUBE INFLATION BOTTLE INCORRECTLY INSTALLED RESULTING IN FLATTENED DISCHARGE LINES. FOUND DURING WORKSHOP INSPECTION FOLLOWING REMOVAL FROM AIRCRAFT.								
2435		DHAV DHC6300	PWA PT6A27		LUCAS 23048004	BEARING 9204SSX10	UNAPPROVED START/GEN	12/18/97 987	CA971231025
*****	(CAN) INSPECTION FOUND THAT THE BEARINGS WERE UNAPPROVED FOR THIS INSTALLATION. THE BEARING FOUND WAS MANUFACTURED BY BARDEN. ONLY LUCAS BEARINGS P/N 03-6010-18 SHOULD BE USED. THERE WAS ALSO A BRASS SHIM BETWEEN THE DRIVE SHAFT AND THE DAMPER HUB ALLOWING THE HUB TO SIT LOWER DOWN ON THE SHAFT. THIS IS ALSO AN UNAPPROVED PRACTICE. IN ADDITION, THE FRONT END BELL LINER WAS NOT REPAIRED PER APPROVED SPECS.								
(End of SIGNIFICANT OCCURRENCE REPORT)									

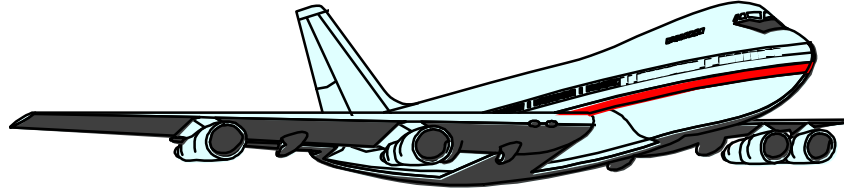
Run Date: 02-Apr-98

FEDERAL AVIATION ADMINISTRATION SIGNIFICANT OCCURRENCE REPORT INDEX

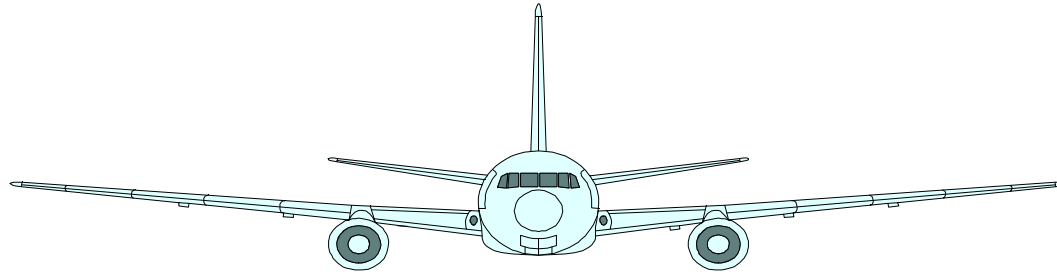
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 3/22/98 To 3/28/98

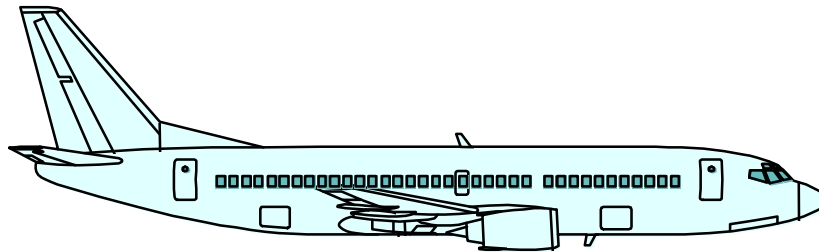
<u>PART NUMBER</u>		<u>TOTAL</u>	<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>		<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
0523920														
ROLLER	172N	1	-	-	-	-	-	-	-	-	-	-	1	-
ROLLER ASSY	172M	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 0523920 - - - - -		2	-	-	-	-	-	-	-	-	-	-	1	1
5011002593														
SKIN	B300C	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 5011002593 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
5A26441														
RESERVOIR	747438	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 5A26441 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
9204SSX10														
BEARING	DHC6300	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 9204SSX10 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
F12A11														
BEARING	unknown	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # F12A11 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (6) PART NUMBERS: - - - - -		6	-	-	-	-	-	-	-	-	-	-	1	5
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY

3/22/98 - 3/28/98 ISSUE: 98-13 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 SIMA	427MQ 091	AEROSP ATR42300				BULB 167006	FAILED CABIN	2/22/98	SIMA980532
ORD - FLT 4005 - A COUPLE OF EMERGENCY EXIT (PATH LIGHTS) ON FLOOR OUT. REPLACED BULBS, OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
5210 RAIA	421TE 102	AEROSP ATR42300				PLATE S5367121720402	CORRODED PAX DOOR	21801	2/25/98 RAIA980232
STL - DURING MAINTENANCE CHECK, FOUND CORROSION ON PASSENGER DOOR SPRING ATTACH PLATE. MAINTENANCE REPLACED PASSENGER DOOR SPRING ATTACH PLATE PER ATR SRM. (M)									
5311 RAIA	421TE 102	AEROSP ATR42300				FRAME S53372305222	CORRODED FUSELAGE	21801	2/25/98 RAIA980221
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FRAME 32 BETWEEN STRINGERS 21L AND 21R. MAINTENANCE REPAIRED FLOOR FRAME 32 PER ATR SRM. (M)									
5311 RAIA	421TE 102	AEROSP ATR42300				FRAME S53372305222	CORRODED FUSELAGE	21801	2/15/98 RAIA980220
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FRAME 31 BETWEEN STRINGERS 21L AND 21R. MAINTENANCE REPAIRED FLOOR FRAME 31 PER ATR SRM. (M)									
5315 RAIA	421TE 102	AEROSP ATR42300				FLOORBEAM S53672408202	CORRODED FUSELAGE	21801	2/25/98 RAIA800230
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FLOORBEAM 39 FRAME 39 RT SIDE. MAINTENANCE REPAIRED FLOOR FRAME 39 RIGHT SIDE PER ATR SRM. (M)									
5315 RAIA	421TE 102	AEROSP ATR42300				FLOORBEAM S53672404206	CORRODED CABIN	21801	2/25/98 RAIA980229
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FLOOR BEAM 39. MAINTENANCE REPAIRED FLOORBEAM 39 PER ATR SRM. (M)									
5315 RAIA	421TE 102	AEROSP ATR42300				FLOORBEAM S53672404206	CORRODED FUSELAGE	21801	2/25/98 RAIA980226
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FLOORBEAM 36. MAINTENANCE REPLACED FLOORBEAM 36 PER ATR SRM. (M)									
5320 RAIA	421TE 102	AEROSP ATR42300				ANGLE S53672400214	CORRODED FUSELAGE	21801	2/26/98 RAIA980233
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FRAME 20, BETWEEN STRINGERS 21L AND 21R. MAINTENANCE REPAIRED FRAME 20 FAIL/SAFE ANGLE BETWEEN STRINGERS 21L AND 21R PER ATR SRM. (M)									
5320 RAIA	421TE 102	AEROSP ATR42300				CLIP S53572103200	CORRODED FUSELAGE	21801	2/25/98 RAIA980223
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FRAME 34 FOOTINGS BETWEEN STRINGERS 19L AND 21R. MAINTENANCE REPLACED FLOOR FRAME 34 FOOTINGS BETWEEN STRINGERS 19L AND 21R PER ATR SRM. (M)									
5320 RAIA	421TE 102	AEROSP ATR42300				CLIP S53572103200	CORRODED FUSELAGE	21801	2/25/98 RAIA980225
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FRAME 36 FOOTINGS, BETWEEN STRINGERS 16L AND 21R. MAINTENANCE REPAIRED FRAME 36 FOOTINGS BETWEEN STRINGERS 16L AND 21R PER ATR SRM. (M)									
5320 RAIA	421TE 102	AEROSP ATR42300				CLIP S53572103200	CORRODED FUSELAGE		2/25/98 RAIA980231
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FRAME 39 FOOTINGS, BETWEEN STRINGERS 20L AND 19L, 18L AND 17L. MAINTENANCE REPAIRED FLOOR FRAME 39 FOOTINGS BETWEEN STRINGERS 20L AND 19L, 18L AND 17L PER ATR SRM. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

3/22/98 To 3/28/98 ISSUE: 98-13 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 RAIA	421TE 102	AEROSP ATR42300				CLIP S53572103200	CORRODED FUSELAGE	21801	2/25/98 RAIA980222
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FRAME 32 FOOTINGS, BETWEEN STRINGERS 17L AND 21L. MAINTENANCE REPLACED FLOOR FRAME 32 FOOTINGS BETWEEN STRINGERS 17L AND 21L PER ATR SRM. (M)									
5347 RAIA	421TE 102	AEROSP ATR42300				SEAT TRACK S536780001000	CORRODED CABIN	21801	2/25/98 RAIA980224
STL - DURING MAINTENANCE CHECK, FOUND CORROSIN AT RIGHT INBOARD SEAT TRACK, BETWEEN FRAMES 30 AND 34. MAINTENANCE REPAIRED SEAT TRACK BETWEEN FRAMES 30 AND 34 PR ATR SRM. (M)									
5347 RAIA	421TE 102	AEROSP ATR42300				SEAT TRACK S536780001000	CORRODED CABIN		2/25/98 RAIA980227
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FRAME 36 SEAT TRACK. MAINTENANCE REPLACED SEAT TRACK AT FRAME 36 PER ATR SRM. (M)									
5347 RAIA	421TE 102	AEROSP ATR42300				SEAT TRACK S536780001000	CORRODED CABIN	21801	2/25/98 RAIA980228
STL - DURING MAINTENANCE CHECK, FOUND CORROSION AT FLIGHT ATTENDANT LEFT SEAT TRACK. MAINTENANCE REPLACED FLIGHT ATTENDANT LEFT SEAT TRACK PER ATR SRM. (M)									
7200 NWAA	347NW 408	AIRBUS A320212	CFMINT CFM565A3			ENGINE	FAILED NR 1	16857 16857	3/15/98 9804633247
DURING DESCENT WITH POWER AT FLIGHT IDLE, ENG 1 FAIL ECAM MESSAGE ANNUNCIATED AND NR 1 ENGINE AUTO SHUT DOWN. ONE SUCCESSFUL RELIGHT WAS ATTEMPTED. AN UNEVENTFUL LANDING WAS PERFORMED. MAINTENANCE FOUND NR 1 ENGINE FUEL FILTER CONTAMINATED WITH BRONZE. REPLACED THE NR 1 ENGINE.									
2120 A6WA	607AW E2052	BAG BAE146200A				AIR DISTRIBUTION	ODOR CABIN		11/1/97 98ZZZX1189
ATW - WHEN SWITCHING AIR FROM APU TO ENG AIR, NR 1 PACK GIVES A STRONG OIL BURNING SMELL FOR A FEW MINUTES THEN IT CLEARS. OPS CHECKED NR 1 PACK ON THE GROUND WITH APU AND ENG AIR, NO SMELL NOTICED.									
2121 A6WA	616AW E3145	BAG BAE146300A				SWITCH	CORRODED AVIONICS FAN		10/28/97 98ZZZX1218
FORWARD CARGO AVIONIC FAN PRESSURE SWITCH CORRODED. REMOVED AND REPLACED AVI-FAN PRESS SWITCH IAW BAE146 MM. GEN W/C FOR OPS CHECK. REF: W/C NR 1061.									
2421 A6WA	606AW E2033	BAG BAE146200A				GENERATOR	FAILED APU		11/11/97 98ZZZX1187
DEN - FLT 587 - APU GENERATOR WENT OFF-LINE AND WOULD NOT RESET. FAILURE ACCOMPANIED BY ELECTRICAL SMELL WHEN APU AIR IS USED. INSPECTED APU, OIL LEVELS OK. INSPECTED MAG PLUG AND FILTERS, NO CONTAMINATION NOTED. STARTED APU, APU GEN OPS NORMALLY UNDER LOAD. NO ELECTRICAL SMELLS NOTED.									
2450 A6WA	615AW E3141	BAG BAE146300A				SWITCH	TRIPPED GALLEY		1/17/98 98ZZZX1193
LAX - FLT 676 - GALLEYS WILL NOT POWER UP AND F/A NOTICED ELECTRICAL SMELL IN REAR GALLEY. RESET MASTER START SWITCH, REF BLK 2.									
2510 A6WA	616AW E3145	BAG BAE146300A				PAN	BROKEN PILOT SEAT		12/5/97 98ZZZX1234
CAPTAIN'S SEAT ASSY SEAT PAN BROKEN AT FWD RT CORNER. PAN ALSO HAS SEVERAL OTHER CRACKS. MADE NEW SEAT PAN IAW PS1 DRAWING AW-25-10-9707-06 INSTALLED PER DRAWING ALSO.									
2720 A6WA	616AW E3145	BAG BAE146300A				THERMOSTAT	FAILED RUDDER		10/25/97 98ZZZX1235
DIODE UNDER PANEL 323AR HAS TERMINAL END CORRODED OFF (DIODE IS TAGGED). REPLACED RUDDER DAMPER HEATER THERMOSTAT HV3.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

3/22/98 To 3/28/98 ISSUE: 98-13 ZAC-326

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2750 A6WA	607AW E2052	BAG BAE146200A				RETRACT MECH	MALFUNCTIONED TE FLAPS		11/2/97 98ZZZX1188
DEN - FLT 669 - FLAPS WOULD NOT MOVE FROM THE 24 DEGREE POSITION IN THE AIR. CLEARED FLAP FAULT AND OPS TESTED GOOD.									
2760 A6WA	616AW E3145	BAG BAE146300A				MOUNTING	CRACKED RT SPOILER		11/11/97 98ZZZX1225
ATW - RT LIFT SPOILER VALVE MOUNTING PLATE CRACKED. REMOVED AND REPLACED RT SPOILER VALVE MOUNTING PLATE. NO DISCONNECTING OF VALVE REQUIRED.									
2761 A6WA	616AW E3145	BAG BAE146300A				BOLT	CHIPPED RT SPOILER		10/29/97 98ZZZX1228
ATW - BOLT AT RT CENTER LIFT SPOILER AFT JACK ATTACH POINT HAS CHROME PLATING CHIPPING OFF. REF: SSI 57-51-116. INSTALLED A NEW BOLT IN RT MID-SPOILER AFT JACK ATTACH POINT.									
3350 A6WA	612AW E3122	BAG BAE146300A				POWER SUPPLY	INOPERATIVE CABIN		1/17/98 98ZZZX1196
RIGHT REAR EMERGENCY EXIT LIGHT INOPERABLE. REMOVED AND REPAIRED EMERGENCY POWER SUPPLY.									
3610 A6WA	614AW E3132	BAG BAE146300A				FLOW VALVE 58111011	DETACHED NR 2 ENGINE		11/11/97 98ZZZX1184
ATW - NR 2 DIRECTIONAL FLOW VALVE FLAPPER FOUND DETACHED DURING SCHEDULED MAINTENANCE. REPLACED VALVE. VALVE IS PART OF NOSE COWL P/N HC716H001-028B, S/N SB/BAE/0385.									
4950 A6WA	615AW E3141	BAG BAE146300A				APU	ODOR CABIN		1/17/98 98ZZZX1192
LAX - FLT 676 - AFTER GALLEY SHED ELECTRICAL SMELL, CONTINUED WITH APU RUNNING APU GENERATOR ON. CHECKED GALLEY AREA, NO ABNORMALITIES NOTED. PERFORMED PACK BURN OUT PROCEDURE. ODOR DISAPPEARED.									
5210 A6WA	179US E2041	BAG BAE146200A				MECHANISM	LACK OF LUBE PASSENGER DOOR		11/18/97 98ZZZX1186
MKE - FLT 581 - LEFT REAR PASSENGER DOOR WILL NOT OPEN. CLEANED, LUBED, AND INSPECTED DOOR OPERATING MECHANISM. DOOR OPERATES NORMALLY.									
5210 A6WA	616AW E3145	BAG BAE146300A				BRACKET	CRACKED PASSENGER DOOR		11/22/97 98ZZZX1201
FORWARD PASSENGER DOOR - DOOR HANDLE SUPPORT BRACKET CRACKED. CHECKED WITH ET CRACK DEFECT NOTED. ITEM MARKED WITH TAG. MFG ABOVE BRACKET PER BAE DRAWING AND PS1 PN AW524H970206-000. INSTALLED PER SRM AND BAE FAX DJR/RJ0318-97 2 EACH UNF BOLTS.									
5230 A6WA	616AW E3145	BAG BAE146300A				SEAL CAGE	CRACKED CARGO DOOR		11/13/97 98ZZZX1206
REAR CARGO DOOR LOWER AFT SEAL CAGE CRACKED. REPLACED LOWER AFT SEAL CAGE.									
5260 A6WA	615AW E3141	BAG BAE146300A				STEP	CORRODED AIRSTAIR		10/14/97 98ZZZX1185
ATW - FORWARD AIRSTAIRS 2ND STEP FROM TOP IS CORRODED. REMOVED AND REPLACED SECOND STEP FROM TOP ON FORWARD AIRSTAIR.									
5311 A6WA	616AW E3145	BAG BAE146300A				FRAME	CRACKED FUSELAGE		11/3/97 98ZZZX1232
ATW - SUB-FRAME OF FRAME 50 LOWER OTBD LT CORNER CRACKED AND HAS A PIECE MISSING FRAME FLANGE. REPAIRED IAW BAE FAX REF GCR/0746/97, DJH/RJ0749-96 AND DJH/RJ0781-97.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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5311 A6WA	616AW E3145	BAG BAE146300A				FRAME	CRACKED FUSELAGE		11/21/97 98ZZZX1194
ATW - RIGHT SIDE OF ECS BAY AT FRAME NR 47 HAS A CRACK IN THE SHEAR ANGLE AT STR 9 THAT IS APPROX .25 INCH LONG IN THE BEND RADIUS. NOTE: VERIFIED WITH EDDY CURRENT. REPAIR SHEAR ANGLE IAW BAE REPAIR INSTRUCTIONS HC539H9014.									
5311 A6WA	616AW E3145	BAG BAE146300A				FRAME	CRACKED FUSELAGE		11/18/97 98ZZZX1195
ATW - RIGHT SIDE OF STRUCTURE AFT OF FR 50 HAS A FRAME THAT IS CRACKED LOCATED ABOVE UPPER HINGE BLADE FOR AIRBRAKE BACKSIDE OF FR 50. CRACK IS UNDER OUTER CORNER OF GUSSET PLATE ACROSS THAT RIVET HOLE AND GOES INWARD TO INNER AND EDGE OF FRAME. REPLACED UPPER RIGHT WEB DIAPHRAGM.									
5312 A6WA	616AW E3145	BAG BAE146300A				BULKHEAD FRAME	CHAFED PRESS BULKHEAD		11/24/97 98ZZZX1209
THERE IS AN L-SHAPED CHAFE MARK ON FRAME 32 PRESSURE BULKHEAD, NEAR CENTERLINE BEHIND RT MLG DOOR UPLOCK ASSY. NEEDS INVESTIGATION. BLENDED ABOVE AREA IAW BAE FAX JM/FJ0844-97. REPROTECTED, PRIMED AND PAINTED.									
5313 A6WA	616AW E3145	BAG BAE146300A				LONGERONS	CRACKED MLG WW		10/27/97 98ZZZX1210
FRAME 29 MLG BAY PRESS FLOOR LONGERONS NR 3 AND 18 CRACKED AT FWD END. REPAIRED CRACKS IAW BAE REPAIR DRAWING HC536H9211 AND BAE FAX REF DJR/RJ0207-97.									
5320 A6WA	181US E2042	BAG BAE146200A				FASTENERS	DEFECTIVE FUSELAGE		10/15/97 98ZZZX1191
ATW - FLT 505 - STRUCTURAL FASTENER DEFECTS NOTED WHILE C/W EO E97/002/653. C/W REQUIRED REPAIRED.									
5320 A6WA	616AW E3145	BAG BAE146300A				ANGLE	CRACKED FUSELAGE		11/4/97 98ZZZX1214
MLG BAFFLE UPPER SUPPORT ANGLE FWD END HAS A 2.3750 INCH LONG CRACK THROUGH 3 RIVETS. SEE FAX LM/115-97, JM/RJ0096-97, LM/116-97, LM/116-97, AND DJR/RJ0098-97. TO BE REPAIRED AT HEAVY CHECK. REPLACED UPPER ANGLE.									
5320 A6WA	616AW E3145	BAG BAE146300A				SILL	CORRODED SERVICE DOORWAY		11/13/97 98ZZZX1227
AFT VESTIBULE SILL PLATE FOR SERVICE DOOR SIDE HAS SEVERAL SPOTS OF CORROSION. REMOVED AND REPLACED AFT VESTIBULE SERVICE DOOR SILL PLATE.									
5320 A6WA	616AW E3145	BAG BAE146300A				ANGLE	CRACKED FUSELAGE		11/6/97 98ZZZX1220
FREIGHT ANGLE AT FRAME 19D CRACKED CENTER SECTION. REPLACED FREIGHT ANGLE AT FRAME 19D IAW BAE 146 SRM.									
5320 A6WA	616AW E3145	BAG BAE146300A				BRACKET	BROKEN COCKPIT		11/13/97 98ZZZX1233
FWD CLOSET WALL BEHIND FO'S SEAT, LOWER CORNER ATTACH BRACKET BROKEN. FABRICATED AND REPLACED FWD CLOSET WALL BRACKET BEHIND FO'S SEAT (LOWER ATTACH BRACKET).									
5320 A6WA	616AW E3145	BAG BAE146300A				INTERCOSTAL	BROKEN CARGO COMPT		11/19/97 98ZZZX1219
ATW - FORWARD CARGO INTERCOSTAL BROKEN BETWEEN FRAMES 23 AND 23 LT SIDE. REPAIRED INTERCOSTAL IAW BAE 146 SRM AND REINSTALLED IAW BAE 146 SCM. REF: 51-71-11. REPAIRED, OK FOR SERVICE.									
5320 A6WA	616AW E3145	BAG BAE146300A				INSERTS	CORRODED FWD LAVATORY		11/17/97 98ZZZX1202
FORWARD LAV MODULE, METAL INSERTS IN FLOOR CORRODED. REPLACED AS NEEDED. INSTALLED PERMACEL AFTER REPLACEMENT OF INSERTS. REPLACED INSERTS AS NEEDED AND INSTALLED NEW PERMACEL ON UNDER SIDE OF FORWARD LAV MODULE.									

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5320 A6WA	616AW E3145	BAG BAE146300A				ANGLE	CRACKED CARGO COMPT		11/20/97 98ZZZX1207
REAR CARGO BAY FLOOR SUPPORT ANGLE CRACKED AT SCREW HOLE FRAME 34. SPLICED 8 INCH SECTION TO SUPPORT ANGLE PER SRM 51-71-11, DAMAGED AREA REMOVED.									
5320 A6WA	616AW E3145	BAG BAE146300A				INTERCOSTAL	CRACKED CABIN		11/21/97 98ZZZX1199
REAR FUSELAGE AREA - CENTER FLOOR SUPPORT INTERCOSTAL CRACKED UNDER GUSSET PLATE BETWEEN FRAMES 41 AND 43. MARKED WITH GREEN DOT. REPAIRED INTERCOSTAL IAW BAE FAX REF DJR/RJ0839-97.									
5320 A6WA	616AW E3145	BAG BAE146300A				SUPPORT	CRACKED CARGO COMPT		11/6/97 98ZZZX1203
FRONT CARGO BAY CENTER CARGO FLOOR SUPPORT AT 19C CORRODED AND CRACKED. AREA MARKED. REPLACED FREIGHT ANGLE AT FR 19C IAW BAE 146 SRM.									
5320 A6WA	616AW E3145	BAG BAE146300A				BRACKET	CRACKED FUSELAGE		11/25/97 98ZZZX1208
PSU RAIL RT OTBD, STAND-OFF BRACKET AT FRAMES 39-40 CRACKED AND RIVETS LOOSE. REPLACED BRACKET.									
5321 A6WA	616AW E3145	BAG BAE146300A				FLOOR	BUCKLED CABIN		11/7/97 98ZZZX1216
REF FAX LM/115-97, LM/116-97, JM/RJ0096-97, AND DJR/RJ0098-97. MLG PRESS FLOOR BETWEEN FRAMES 29 AND 32 OTBD SEAT RAILS 19 INCHES, 20 INCHES OTBD CENTERLINE HV BUCKLE APPROX .125 INCH DEEP. DV DUE EA 500 CYC. REPORT FINDINGS AI (R) REMOVE FLOOR STS. CUR 23082, DUE 23583 CYC. PERFORMED DV INSP MINOR BUCKLE MLG PRESS FLOOR TOP/BOTTOM SURFACES. NO DEFECTS NOTED PER BAE FAX JM/RJ0808-97. REPAT INSP 1,000 FLIGHTS.									
5330 A6WA	615AW E3141	BAG BAE146300A				PANEL	DAMAGED FUSELAGE		8/30/97 98ZZZX1182
ATW - WHERE THE FORWARD LOWER EDGE OF PANEL 282BT, RT DE-ICE LIGHT PANEL, CONNECTS TO FUSELAGE, HAS A WEAR MARK IN FUSELAGE. REPAIRED IAW BAE SRM 53-00-12 FIG 202.									
5330 A6WA	616AW E3145	BAG BAE146300A				SKIN	DAMAGED FUSELAGE		10/21/97 98ZZZX1217
TWO EACH SKIN CREASES BETWEEN RT FRAME 19D AND FRAME 20 ABOVE AND FWD OF A PREVIOUS PATCH REPAIR DUE RE-INSPECTION PER FAX DJR/RJ0657 EVERY 360 CYCLES UNTIL REPAIR AT NEXT HEAVY CHECK. CURRENT CYCLES 23,083, DUE REINSPECTION AT OR BEFORE 23,443 TCA. REPAIRED. REF: W/C 80808/58 NR 120. NO FURTHER INSPECTION REQUIRED.									
5330 A6WA	616AW E3145	BAG BAE146300A				SKIN	CREASED FUSELAGE		10/21/97 98ZZZX1215
TWO EACH SKIN CREASES ABOVE/FWD OF A PREVIOUS PATCH REPAIR BETWEEN FRAMES 19D AND 20 ON THE RT FUSELAGE DUE REPAIR AT NEXT HEAVY CHECK PER FAX DJR/RJ0657-97. A REPAIR SCHEME REQUEST WAS SUBMITTED THIS DATE. DUE REPAIR BY NEXT HEAVY CHECK OR 12/97 WHICH EVER SOONER. REPAIRED IAW BAE SRM 53-00-12 FIG 202.									
5712 A6WA	616AW E3145	BAG BAE146300A				RIB	CRACKED LT WING		11/21/97 98ZZZX1229
ATW - LT WING TIP REMOVEABLE RIB PANEL HAS A FEW CRACKS IN IT. PATCHED SAID CRACKS IAW BAE STD PRACTICES AND AIR WISC MM PSI REF: AW-57-20-9412-06.									
5720 A6WA	616AW E3145	BAG BAE146300A				JOBOLTS	DAMAGED LT WING		11/5/97 98ZZZX1198
ATW - PERFORMED RIL HC571H9033 LT RIB 2 INBD (JOBOLTS). PERFORMED RIL HC571H9033 LT RIB 2 INBD (CENTERTANK) SIDE. REPLACEMENT OF JOBOLTS WITH MRL FASTENERS.									
5720 A6WA	616AW E3145	BAG BAE146300A				RIB	BROKEN RT WING		11/3/97 98ZZZX1204
SMALL ALUMINUM BRACKET AT RT WING TIP RIB 20 BROKEN TAB, BRACKET IS USED FOR CONDUIT TUBE AT FLUX VALVE WIRING. FABRICATED BRACKET PER DRAWING HC923H0759 AND REPLACED BRACKET AT RIB 20 IAW BAE 146 SRM.									

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5720 A6WA	616AW E3145	BAG BAE146300A				JOBOLTS	DAMAGED RT WING		11/6/97 98ZZZX1213
REPLACED JOBOLTS ON RT WING CENTER TANK RIB 2 INBOARD PER RIL HC571H9033. PERFORMED RIL HC571H9033 TO RIB 2 INBD CENTER TANK. REPLACED JOBOLTS WITH MRL FASTENERS.									
5720 A6WA	616AW E3145	BAG BAE146300A				JOBOLTS	DAMAGED RT WING		11/5/97 98ZZZX1212
JOBOLTS ON RIGHT CENTER TANK RIB ZERO NEED TO BE REPLACED PER RIL HC571H9033. C/W RIL HC571H9033 RT CENTER TANK RIB ZERO REPLACING OF JOBOLTS.									
5720 A6WA	616AW E3145	BAG BAE146300A				JOBOLTS	DAMAGED LT WING		11/5/97 98ZZZX1211
ATW - PERFORMED RIL HC571H9033 LT CENTER TANK RIB ZERO (JOBOLTS). C/W RIL 571H9033 TP; LT SIDE RIB ZERO. REPLACEMENT OF JOBOLTS WITH MRL FASTENERS.									
5720 A6WA	616AW E3145	BAG BAE146300A				JOBOLTS	DAMAGED RT WING		10/20/97 98ZZZX1200
REPLACED JOBOLTS ON RIGHT WING CENTER TANK RIB 2 OUTBOARD PER RIL HC571H9033. PERFORMED RIL HC571H9033 TO RIGHT WING RIB 2 OUTBOARD. REPLACED JOBOLTS WITH MRL FASTENERS.									
5720 A6WA	616AW E3145	BAG BAE146300A				STIFFENER	CRACKED RT WING		11/19/97 98ZZZX1221
ATW - RIGHT WING TOP T/E SKIN STIFFENER CRACKED AT FWD END JUST INBD OF RIB NR 8. REPAIRED STIFFENER, REF FAX JM/RJ0317/97, AND JM/RJ0818-97.									
5720 A6WA	616AW E3145	BAG BAE146300A				ANGLE	CRACKED RT WING		11/13/97 98ZZZX1222
ATW - RT WING T/E LOWER SKIN STIFFENERS AFT TAG ANGLE CRACKED BETWEEN RIBS 5 AND 6. REPLACED ANGLE.									
5720 A6WA	616AW E3145	BAG BAE146300A				ANGLE	CRACKED RT WING		11/13/97 98ZZZX1223
RT WING T/E LOWER SKIN STIFFENER AFT TAG ANGLE CRACKED AT RIB NR 4. REPLACED ANGLE.									
5720 A6WA	616AW E3145	BAG BAE146300A				ANGLE	CRACKED RT WING		11/13/97 98ZZZX1224
ATW - RT WING T/E LOWER SKIN STIFFENER AFT TAG ANGLE CRACKED BETWEEN RIBS 3 AND 4. REPLACED ANGLE.									
5720 A6WA	616AW E3145	BAG BAE146300A				BOLTS	LOOSE WING RIB		11/12/97 98ZZZX1226
ATW - AIR WISC EO E92/083/657 RECC ATTACH BOLTS AND NUTS ON RT SIDE, A, B, C, D ARE LOOSE ON THE REAR SPAR ROOT ATTACHMENT FITTING AT WING RIB 2. REPLACED FASTENERS IAW BAE REPAIR INSTRUCTIONS HC53H9043. BOLTS A, C, D ORIG SIZE. BOLT B FIRST OVERSIZE, RESEALED SRV CNTR TANK FOR LEAK CHECK CARD J029 FAX JM/RJ0808-97. ACCEPTABLE USE HLT FASTENERS.									
5720 A6WA	616AW E3145	BAG BAE146300A				SHROUD	CRACKED LT WING		11/3/97 98ZZZX1230
ATW - LT WING UPPER TRAILING EDGE SHROUD LOWER LIP HAS A 2 INCH CRACK IN IT IN AREA BETWEEN WING RIBS 5 AND 6. REF: W/C NR 5042 FOR SHEET METAL FORMING AND HEAT TREATING TO 2024T-81 SPEC. REPAIRED IAW FAX DJR/RJ0192-97 ISS 2.									
5720 A6WA	616AW E3145	BAG BAE146300A				BRACKET	CRACKED LT WING		11/6/97 98ZZZX1231
ATW - LT WING BRACKET FOR HYD LINES THAT PASS THROUGH THE AFT END OF THE SPOILER HINGE RIB AT WING RIB NR 5 IS CRACKED. REPLACED BRACKET.									

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5730 A6WA	607AW E2052	BAG BAE146200A				PANEL	LOOSE RT WING TE		11/19/97 98ZZZX1183
ATW - FLT 505 - ON CLIMB-OUT ACCELERATING THROUGH 240-250 KNOTS, FELT SLIGHT AIRFRAME VIBRATION. AS SPEED INCREASED, VIBRATION INCREASED. REPLACED PANEL ON RT TRAILING EDGE OF WING AND SEAL.									
5753 A6WA	616AW E3145	BAG BAE146300A				HINGE	CRACKED NR 2 TE FLAP		11/28/97 98ZZZX1205
DURING ADJUSTMENT/CHECK OF RT NR 2 CARRIAGE FLAP CANOE, FOUND HINGE ASSY CRACKED AT TOP FORWARD TRANSVERSE BEAD. DRESSED OUT CRACKED AREA (JM/RJ085-97). C/W FLUORSCENT DYE PENETRANT AND EDDY CURRENT INSPECTIONS. INSPECTED ENTIRE HINGE ASSY FOR CRACKS, NO DEFECTS EVIDENT. REPAIRED IAW JM/RJ0850-97. INSPECTED ALL ATTACHMENTS AND STRUCTURES, FOUND OK IAW BAE 146 MM.									
7110 A6WA	616AW E3145	BAG BAE146300A				COWL	CHAFED NR 2 ENGINE		11/7/97 98ZZZX1237
NR 2 ENGINE LT FWD COWL DOOR AFT FRAME CHAFED AT LATCH AREA AND AT MID-AREA DUE TO CONTACT WITH HYDRAULIC LINE. REPLACED CAP STRIP ON NR 2 ENG LT FWD COWL DOOR AFT FRAME.									
7110 A6WA	616AW E3145	BAG BAE146300A				BRACKET	CRACKED NR 2 ENGINE		11/14/97 98ZZZX1236
NR 2 ENGINE SHOULDER COWL TERMINAL BOARD FWD BRACKET CRACKED. REPLACED NR 2 ENG SHOULDER COWL TERMINAL BOARD FWD BRACKET.									
7200 A6WA	156TR E2156	BAG BAE146200A	LYC ALF502R5			ENGINE	DAMAGED NR 1		10/24/97 98ZZZX1190
ATW - FLT 608 - NR 1 ENGINE PRODUCING ONLY 60 PERCENT N1. TAKE OFF ABORTED. INTERNAL ENGINE DAMAGE NOTED.									
7200 A6WA	611AW E3120	BAG BAE146300A	LYC ALF502R5			ENGINE	FAILED NR 1	19414	1/16/98 98ZZZX1197
SBA - FLT 586 - NR 1 ENGINE FAILED ON CLIMB-OUT FROM SBA TO DEN - DIVERTED TO LAS. UNDER FURTHER INVESTIGATION.									
2422 VTZA	490UE 909	BAG JETSTM3201				INVERTER 1B3501B13	FAILED LEFT		2/27/98 VTZA98100
FLT 6570 - IAD-MDT - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO LEFT INVERTER FAILED. MAINTENANCE INSPECTED AND COULD NOT DUPLICATE PROBLEMS. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2435 RAIA	973JX 973	BAG JETSTM3201				STARTER/GEN 23079009	FAILED LT ENGINE		3/7/98 RAIA980306
FLT 4763 - PSP - LEFT ENGINE GENERATOR CAPTION ILLUMINATED IN FLIGHT. MAINTENANCE REPLACED LEFT ENGINE STARTER GENERATOR. (M)									
2611 VTZA	481UE 895	BAG JETSTM3201				SMOKE DETECTOR 72111211000	FAILED BAGGAGE COMPT		2/4/98 VTZA98046
FLT 6280 - ORF-IAD - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD WITH ONE DISCREPANCY WHICH WAS AFT BAGGAGE SMOKE DETECTOR GIVING FALSE WARNING. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 50678, MEL 26-4. MAINTENANCE CLOSED DMI 50678 ON 2-6-98 BY GROUND RUNNING AIRCRAFT AND PERFORMING OPS CHECKS, AND COULD NOT DUPLICATE PROBLEM. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2750 VTZA	482UE 897	BAG JETSTM3201				TRANSMITTER 923FLBU	OUT OF ADJUST FLAPS		1/19/98 VTZA980033
FLT 6243 - IAD-PHF - DURING APPROACH, EXPERIENCED A DISCREPANCY WITH THE FLAP SYSTEM. WHEN FLAPS WERE SELECTED TO 20 DEGREES, ACTUALLY WENT TO 45 DEGREES. AIRCRAFT LANDED WITH NO INCIDENT. MX CONTROL WAS NOTIFIED AND MX WAS DISPATCHED FROM IAD TO TROUBLESHOOT THE DISCREPANCY. CURRENTLY AIRCRAFT IS STILL IN PHF UNDERGOING FURTHER TROUBLESHOOTING. AIRCRAFT WAS FERRY FLOWN TO IAD WHERE MAINTENANCE INSPECTED AND ADJUSTED FLAPS 20 DEGREE TRANSMITTER MICROSWITCH. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

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2913 VTZA	489UE 908	BAG JETSTM3201				HYDRAULIC PUMP 3849251	LEAKING RT ENGINE		1/12/98 VTZA98010
FLT 6606 - IAD-ROC - DURING TAXI AFTER LANDING, EXPERIENCED AN UNSAFE NOSE GEAR WARNING INDICATION. AIRCRAFT WAS STOPPED AND NOSE GEAR WAS PINNED AND AIRCRAFT CONTINUED TO THE GATE. ALSO, UPON ARRIVAL AT THE GATE THE BRAKE SYSTEM FAILED AFTER THE AIRCRAFT WAS FULLY STOPPED. MAINTENANCE CONTROL WAS NOTIFIED AND MAINTENANCE WAS DISPATCHED. MAINTENANCE FOUND THE RIGHT ENGINE DRIVEN HYDRAULIC PUMP LEAKING. PUMP WAS REMOVED AND REPLACED IAW THE MM AND ALL CHECKS WERE PERFORMED. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
2913 VTZA	490UE 909	BAG JETSTM3201				HYDRAULIC PUMP 384925	FAILED RIGHT		1/29/98 VTZA98039
FLT 6274 - BUF-IAD - DURING APPROACH, AIRCRAFT MADE A SCHEDULED LANDING DUE FLAP INDICATIONS 10 DEGREES IN FLIGHT WITH HANDLE AT ZERO ON LANDING PLUS TOTAL LOSS OF HYDRAULIC POWER ON LANDING. AIRCRAFT WENT TO GATE AND WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED HYDRAULIC PUMP, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3260 VTZA	484UE 899	BAG JETSTM3201				SWITCH 8005EN38	OUT OF ADJUST RT MLG		2/16/98 VTZA98069
FLT 6202 - IAD-HPN - DURING CLIMB, AIRCRAFT MADE A UNSCHEDULED LANDING AT IAD DUE TO RT MAIN GEAR GREEN INDICATOR NEVER WENT OUT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND ADJUSTED RT DOWNLOCK MICROSWITCH. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3350 VTZA	472UE 823	BAG JETSTM3201				BATTERY PACKS 311701	DISCHARGED CABIN		2/24/98 VTZA98089
FLT 6467 - PHF-IAD - DURING TAXI FLIGHT, AIRCRAFT RETURNED TO GATE DUE TO EMERGENCY EXIT LIGHT INOP. MAINTENANCE INSPECTED AND REMOVED AND REPLACED BATTERY PACKS, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3414 VTZA	495UE 818	BAG JETSTM3201				ASI 39948B2236	FAILURE RT COCKPIT		2/16/98 VTZA98068
FLT - 6282 - IAD-HPN - AIRCRAFT MADE A UNSCHEDULED LANDING AT IAD DUE TO FO'S ASI READING 40 KNOTS LOW. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED ASI, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FRO RETURN TO SERVICE. (M)									
3418 VTZA	479UE 893	BAG JETSTM3201				SIG SUMMING UNIT C771065	OUT OF ADJUST LT/RT		2/4/98 VTZA98044
FLT 6153 - ABE-IAD - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO STALL SHAKER SOUNDED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND ADJUSTED THE R1 AND R2 POTENTIOMETERS ON THE LT AND RT SIGNAL SUMMING UNITS, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3425 VTZA	480UE 894	BAG JETSTM3201				ADI 4020531574	FAILED LEFT		3/1/98 VTZA98101
FLT 6458 - IAD-PIT - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO CAPTS ADI WOULD NOT COME ON LINE. MAINTENANCE INSPECTED AND REMOVED AND REPLACED CAPTAINS ADI, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
5210 VTZA	482UE 897	BAG JETSTM3201				SHOOT BOLTS	DIRTY PAX DOOR		2/13/98 VTZA98103
FLT 6435 - IAD-RDU - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED AND LUBED PASSENGER DOOR SHOOT BOLTS. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5210 VTZA	488UE 907	BAG JETSTM3201				HANDLE	OUT OF ADJUST PAX DOOR		2/2/98 VTZA98041
FLT 920 - EWR-IAD - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 07060, MEL 52-2. MAINTENANCE CLOSED DMI ON 2-2-98 BY ADJUSTING PASSENGER DOOR HANDLE, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

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5270 VTZA	482UE 897	BAG JETSTM3201				SWITCH JE5	MALFUNCTIONED PAX DOOR		2/12/98 VTZA98063
FLT 6260 - IAD-BUF - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND PERFORMED OPERATIONAL CHECKS ON DOOR AND COULD NOT DUPLCIATE PROBLEM. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5270 VTZA	482UE 897	BAG JETSTM3201				SWITCHES 91SE13	OUT OF ADJUST PAX DOOR		2/13/98 VTZA98102
FLT 6384 - ROC TO IAD - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING AT ROC DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 21146 MEL 52-2. MAINTENANCE CLOSED DMI 21146 ON 2-13-98 BY ADJUSTING PAX DOOR MICROSWITCHES, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5270 VTZA	485UE 901	BAG JETSTM3201				SWITCH JE5	DIRTY PAX DOOR		2/25/98 VTZA98094
FLT 6598 - IAD-RDU - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING AT RDU DUE TO CABIN DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED AND LUBRICATED PASSENGER DOOR MICROSWITCH. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5270 VTZA	487UE 906	BAG JETSTM3201				SWITCH ARM JE5	BROKEN PAX DOOR		1/28/98 VTZA98034
FLT 6257 - ALB-IAD - DURING APPROACH, EXPERIENCED A DOOR CAPTION WARNING LIGHT ILLUMINATION. CREW DECLARED AN EMERGENCY AND LANDED AT IAD WITHOUT FURTHER INCIDENT. AIRCRAFT TAXIED TO GATE AND MAINTENANCE CONTROL WAS NOTIFIED AND MAINTENANCE WAS DISPATCHED. UPON ARRIVAL MAINTENANCE FOUND THAT THE LOWER (FLOOR) MICROSWITCH ARM HAD BROKEN. MAINTENANCE REMOVED AND REPLACED THE ARM. ALL SYSTEMS WERE CHECKED WITHOUT FURTHER PROBLEM. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
5270 VTZA	489UE 908	BAG JETSTM3201				SWITCHES 91SE13	DIRTY PASS DOOR		2/23/98 VTZA98086
FLT 6261 - IAD-EWR - DURING CRUISE, AIRCRAFT MADE A SCHEDULED FLIGHT WITH ONE DISCREPANCY WHICH WAS PASSENGER DOOR WARNING LIGHT ILLUMINATED. MAINTENANCE INSPECTED AND OPENED DMI 49294 MEL 52-2. MAINTENANCE CLOSED DMI 49294 ON 2-23-98 BY CLEANING MICROSWITCHES AND SECURING BOLT ON PAX DOOR HANDLE, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5610 VTZA	488UE 907	BAG JETSTM3201				WINDSCREEN 1379377C405	CRACKED COCKPIT		1/30/98 VTZA98040
FLT 6194 - IAD-EWR - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO CAPT'S OUTER WINDSCREEN CRACKED DUE TO BIRD STRIKE. AIRCRAFT RETURNED TO GATE AND WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED WINDSCREEN, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
6120 VTZA	477UE 890	BAG JETSTM3201				PROP GOV 8974107	OUT OF ADJUST LT PROP		2/19/98 VTZA98084
FLT 6478 - JFK-IAD EXPERIENCED AN ILLUMINATION OF THE LEFT SRL LIGHT CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE CONTROL WAS NOTIFIED AND MAINTENANCE WAS DISPATCHED. MAINTENANCE DEFERRED THE LEFT SRL ON THE AIRCRAFT UNDER MEL NR 76-1 AND DMI NR 07839. MAINTENANCE ADJUSTED THE LEFT PROP GOVERNOR SPEED MONOPOLE AND CLOSED DMI 07839 ON 2-20-98. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
6140 VTZA	478UE 892	BAG JETSTM3201				CONNECTOR KPT06F835	FAILED LT PROP		2/23/98 VTZA98087
FLT 6363 - LYH-IAD - AIRCRAFT ABORTED TAKEOFF DUE TO LEFT BETA LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED BETA SWITCH CANNON PLUG. OPS CHECK OK. AIRCRAFT WAS APPROVED AND RELEASED FOR SERVICE. (M)									

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6140 VTZA	489UE 908	BAG JETSTM3201				BETA SWITCH 8659566	MALFUNCTIONED RT ENGINE	2/10/98	VTZA98061
FLT 6250 - ABE-IAD - DURING TAKEOFF, AIRCRAFT ABORTED TAKEOFF DUE TO RIGHT BETA WARNING LIGHT NEVER TURNED OFF. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND GROUND RAN AIRCRAFT AND COULD NOT DUPLICATE PROBLEM, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7320 SABA	959AE 959	BAG JETSTM3201	GARRTT TPE33112UHR			P3 LINE 1379287L405	LOOSE RT ENGINE	3/9/98	SABA980016
CLT - FLT 5167 - ON FLIGHT FROM LEX TO CLT, PILOT REPORTED TO DISPATCH THAT THE RIGHT ENGINE STARTED LOOSING POWER. THE ENGINE FINALLY SHUT ITSELF DOWN. AIRCREW DECLARED AN INFLIGHT EMERGENCY AND LANDED SAFELY AT CLT. MAINTENANCE FOUND THE P3 LINE ON THE RT ENGINE LOOSE. P3 LINE WAS RETORQUED, RUN AND OPS CHECKED. TEST FLIGHT WAS REQUESTED. AIRCRAFT RETURNED FROM TEST FLIGHT AND CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
7714 VTZA	471UE 821	BAG JETSTM3201				TACH GENERATOR AG44AF	FAILED LT ENGINE	3/3/98	VTZA98106
FLT 6480 - GSO-IAD - ABORTED TAKEOFF DUE TO LEFT ENGINE RPM FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED TACH GENERATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
7714 RAIA	432AM 883	BAG JETSTM3201				TACH GENERATOR AG34	FAILED LT ENGINE	3/8/98	RAIA980307
FLT 7332 - STL - LEFT ENGINE RPM WENT TO ZERO IN FLIGHT. MAINTENANCE REPLACED LEFT ENGINE TACH GENERATOR. (M)									
7722 VTZA	483UE 898	BAG JETSTM3201				CONNECTOR	DIRTY T-2 SENSOR	3/5/98	VTZA98108
FLT 6584 - BOS-SWF - DURING TAKEOFF, EXPERIENCED A LEFT ENGINE EGT FLUCTUATION WITH THE SRL ON. EGT WAS STABLE WITH THE SRL OFF. NOTIFIED MAINTENANCE CONTROL AND SRL SYSTEM WAS DEFERRED UNDER DMI 50763 MEL CODE 76-1. AIRCRAFT WAS THEN RELEASED FOR SERVICE. AIRCRAFT ARRIVED AT IAD WHERE MAINTENANCE TROUBLESHOT SYSTEM AND FOUND ZONE 2 CANNON PLUG AND T-2 CANNON PLUG DIRTY. CLEANED CANNON PLUGS AND PERFORMED REQUIRED CHECKS. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
5730 *****	82324 FM7	BEECH B300C				SKIN 5011002593	CRACKED RT WS 124.6	3/2/98	98ZZZX1101
RIGHT WING UPPER SURFACE JUST OUTBOARD OF WING ATTACH BETWEEN FRONT AND REAR SPARS, WS 124.6 WAS FOUND WRINKLED AND CRACKED DURING A PHASE 2 INSPECTION. LOG BOOK HISTORY SHOWS A WRINKLE WAS FIRST NOTICED (10-27-93) (TT 151 HOURS) AND WAS FOUND OK FOR SERVICE BY A BEECH REP. THE SECOND LOG BOOK ENTRY WAS JULY OF 1995 AND AGAIN OK BY A BEECH REP. NOW, 3-2-98 DURING A PHASE 2 INSPECTION, THE WRINKLE WAS FOUND CRACKED ABOUT 1 INCH LONG.									
2721 TIMA	955AA UI28	BEECH 99A				NUT AN3166R	CORRODED RUD TAB ACTUATOR	28112 2/1/98	98ZZZX1171
RUDDER TAB ACTUATOR NUT FOUND CORRODED DURING ROUTINE INSPECTION.									
3340 AKGR	768TA RK168	BEECH 400A		WHELEN		LAMP 34022601091	SHORTED	3/3/98	98ZZZX1170
AIRCRAFT TT: 122.6 HOURS. CREW IN-FLIGHT HAD YAW DAMPER, BOTH HSI FLAGS AND THEN NOTED BOTH INVERTERS FALLING OFF. CERTIFICATED REPAIR STATION DISCOVERED THE TAIL BEACON LAMP FILAMENT AT THE BASE OF THE LAMP SHORTING IT OUT. THIS MIGHT BE SETTING UP SOME KIND OF RADIO SIGNAL GETTING INTO THE INVERTERS KNOCKING THEM OFF-LINE. TURNING THE BEACON POWER OFF, THE PROBLEM WILL GO AWAY. SUBMITTER STATED THIS IS THE SECOND AIRCRAFT SEEN WITH THIS PROBLEM.									
2210 AMTA	769AT 21998	BOEING 727227				CONTROL PANEL	FAILED COCKPIT	3/7/98	98ZZZX1238
DURING CRUISE FLIGHT, SMOKE WAS NOTED COMING FROM TOP OF CONTROL STAND UNDER AUTOPILOT PANEL. SMOKE STOPPED WHEN 'ALT' HOLD WAS SHUT OFF. ACCOMPLISHED SMOKE EVAC PER ADM, OPENED C/B. REMOVED AND REPLACED AUTOPILOT CONTROL PANEL IAW 22-11-81.									

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2612 GAIA	751US 21513	BOEING 727214				WIRE	CHAFED NR 2 ENGINE		3/12/98 GAIA9830
CREW REPORTED INTERMITTENT FIRE BELL AND LIGHT INDICATIONS FOR NR 2 ENGINE DURING CLIMB-OUT. ACFT MADE AN UNEVENTFUL RETURN TO TOL. FOUND A-SYS LOOP HARNESS ON LOWER LOOP CHAFING ON ENG GENERATOR GROUND CABLE. REPAIRED WIRING ON LOOP HARNESS. ALSO, FOUND 6TH, 8TH, AND 13TH STAGE BLEED AIR SADDLE DUCT LEAKING AND COWL ANTI-ICE VALVE AFT GASKET LEAKING. REPLACED END CAP SHIMS AND GASKET ON ANTI-ICE VALVE. GROUND RAN ENG AT T/O POWER FOR SEVERAL MINUTES. PERFORMED TAXI CHECK. FUNCTIONAL TEST CHECKS GOOD. ACFT COMPLETED SUCCESSFUL FLIGHT TEST WITH NR 2 ENGINE FIRE WARNING SYS OPERATING PROPERLY. AIRCRAFT RETURNED TO SERVICE. (X)									
2613 FDEA	114FE 19527	BOEING 72724C				OVERHEAT LIGHT	ILLUMINATED NR 3 ENGINE		3/20/98 98FDEA00209
98-0075, DURING CLIMB-OUT, THE NR 3 ENGINE STRUT OVERHEAT LIGHT ILLUMINATED. BOTH NR 3 BLEED AND RIGHT PACK WERE ON AT THE SAME TIME. AFTER RED TABS CALLED FOR CLOSING/OFF ON BOTH NR 3 BLEED AND RIGHT PACK, THE NR 3 STRUT LIGHT WENT OUT ENGINE PARAMETERS OK.									
2751 DALA	472DA 20749	BOEING 727232			1812993	POSITION IND	FAILED TE FLAPS		3/21/98 DL72K980624
TRAILING EDGE DEVICES (OUTBOARD) SPLIT BETWEEN 0 DEG AND 2 DEG. ACCOMPLISHED TRAILING EDGE FLAP ABNORMAL CHECKLIST AND DIVERTED TO JFK. REPLACED OUTBOARD FLAP POSITION IND.									
2761 CALA	73751 21247	BOEING 727227				BRACKET	CRACKED NR 3 SPOILER ACT		3/19/98 CALA9800524
INSPECTION FOUND LT WING LOWER TRAILING EDGE LOOSE BETWEEN NR 2 AND NR 3 SPOILER ACTUATOR. ONE AREA INBOARD OF NR 2 SPOILER ACTUATOR WAS LOOSE/WORN. ANOTHER AREA OUTBOARD OF NR 3 SPOILER ACTUATOR HAD A RIB WITH 2 CRACK AND WORN BRACE ROD. THE BRACKETS AND BRACE ROD WERE REMOVED AND REPLACED IAW SRM 51-10-1, PARAGRAPH 4.									
2782 DALA	406DA 21150	BOEING 727232				ANGLE	CRACKED NR 7 LE SLAT ACT		3/20/98 DL72S980623
NR 7 SLAT ACT O/B ATTACH ANGLE CRACKED AT UPPER LOBE. REPAIRED PER MM 57-42-0.									
2782 DALA	294WA 22112	BOEING 727247				BRACKET	CRACKED NR 5 LE FLAP ACT		3/9/98 DL72W980610
FOUND .125 INCH VISIBLE CRACK AT NR 5 L/E FLAP ACTUATOR MOUNT BOX I/B LOWER CORNER MARKED. REPAIRED PER MM 57020-21 P 811.									
2913 CALA	10791 20645	BOEING 727232				HYD PUMP 6507506	LEAKING NR 2 ENGINE	2801	3/17/98 CALA9800472
THE 'A' SYSTEM HYDRAULIC RESERVOIR QUANTITY WENT TO ZERO AND LOW PRESSURE LIGHTS ILLUMINATED WHILE EN ROUTE FROM MSY TO IAH. THE HYDRAULIC QUANTITY LOSS AND HYDRAULIC SYSTEM FAILURE CHECKLISTS WERE COMPLETED. THE LANDING GEAR WAS CRANKED DOWN AND THE FLAPS WERE LOWERED ELECTRICALLY. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 2 ENGINE DRIVEN HYDRAULIC PUMP CASE LEAKING. BOTH THE NR 1 AND NR 2 HYDRAULIC PUMPS WERE REMOVED AND REPLACED. THE HYDRAULIC SYSTEMS WERE SERVICED. LEAK AND OPERATIONAL CHECKS WERE GOOD.									
3010 FDEA	114FE 19527	BOEING 72724C				GASKET	LEAKING NR 3 ENGINE		3/19/98 98FDEA00208
98-0074, DURING CLIMB-OUT, THE NR 3 ENG STRUT OVERHEAT LIGHT ILLUM. ENG NR 3 BLEED AIR SWITCH WAS CLOSED AT THE TIME THE LIGHT ILLUM. APPROPRIATE RED TABS WERE ACCOMPLISHED AND THE LIGHT WENT OUT PRIOR TO THE STEP REQUIRING POWER REDUCTION. WING ANTI-ICE WAS NOT BEING USED. RAN NR 3 ENGINE, FOUND WING ANTI-ICE HIGH PRESSURE SHUT OFF VALVE LEAKING AT GASKET. REPLACED GASKET, VISUALLY INSP ALL DUCTS, WIRING AND NR 3 STRUT FIRE LOOP FOR INTEGRITY. RAN NR 3 ENGINE PER JET RUN HANDBOOK. LEAK CHECK GOOD NR 3 STRUT OVERHEAT CHECKS GOOD. OK FOR SERVICE.									
3230 TWAA	54336 20490	BOEING 727231				ACCESSORY BOX 656021134	MALFUNCTIONED NLG		2/19/98 TWAA9802501
STL - FLT 328 - GEAR LEVER WAS LOCKED ON TAKEOFF. OVERRODE GEAR LEVER LOCK AND GEAR RETRACTED NORMALLY WITH NO HORNS. NOSE WHEEL WAS CENTERED. FOUND NOSE GEAR SAFETY SWITCH NOT MAKING. SERVICED NOSE STRUT PER MM AND REPLACED LANDING GEAR ACCESSORY BOX. (M)									

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3244	193FE	BOEING				TIRE	MISSING		3/18/98
FDEA	19142	72722				657276193	NR 4 MLG WHEEL		98FDEA00205
RIGHT OUTBOARD ANTI-SKID LIGHT BEGAN TO FLICKER DURING TAKEOFF ROLL, CAME ON SOLID AFTER ROTATION. ROC REPORTED, LOST THE RIGHT MAIN TIRE (OUTBOARD). FOUND NR 4 TIRE MISSING. REMOVED BRAKE TO INSPECT AXLE SLEEVE. REMOVED AND REPLACED AXLE SLEEVE AND INSPECTED AXLE PER MAINTENANCE MANUAL 5-51-12 AND OVERHAUL MANUAL 32-12-01. REMOVED AND REPLACED NR 3 MAIN TIRE ASSEMBLY PER M/M 32-41-00 AND INSPECTED AXLE SLEEVE AND BEARINGS. REMOVED AND REPLACED NR 3 MAIN DUE TO NR 4 TIRE MISSING. REPLACED NR 4 BRAKE PER M/M.									
3350	918TS	BOEING				BATTERY PACK	DISCHARGED		2/25/98
TAOA	20445	727225				900835A	CABIN		TAOA021810
FLT 6181 - OVERNIGHT L/S, FORWARD EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED BATTERY OPERATIONAL CHECK NORMAL PER MM 33-50. (M)									
3350	8889Z	BOEING				BATTERY PACK	DISCHARGED		3/21/98
DALA	21858	727225				276005	CABIN		DL72S980628
RT AFT OVERWING EMERG LIGHT OUT. REPLACED BATTERY IN M956 LOCATION OPN GD.									
3350	805EA	BOEING				LIGHT	INOPERATIVE		3/19/98
DALA	22436	727225				1001141	CABIN		DL72S980611
AFT AIRSTAIR EMERG LIGHT INOP. REPLACED LIGHT ASSY AND BATTERY PACK.									
3350	832RV	BOEING				LIGHT	FAILED		3/19/98
RAAA	19098	72722C				873100112	CABIN		RAAA98B2019
PAX ROW 14 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED LIGHT ASSY DUE FAILED.									
3350	832RV	BOEING			INTVLV	BATTERY PACK	DISCHARGED		3/19/98
RAAA	19098	72722C			873100112	8621006	CABIN		RAAA98B2017
PAX ROW 2 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350	832RV	BOEING				SIGN	FAILED		3/19/98
RAAA	19098	72722C				873100212	CABIN		RAAA98B2018
FWD LT EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED LIGHT ASSY DUE FAILED.									
3350	54345	BOEING				BATTERY	DISCHARGED		3/8/98
TWAA	21632	727231				S106CD	CABIN		TWAA9803304
STL - DURING ROUTINE OVERNIGHT MAINTENANCE, THE EMERGENCY OVERHEAD LIGHT IN AISLE AT ROW 22 WAS FOUND INOPERATIVE. REPLACED BATTERIES. (M)									
3350	54345	BOEING				BATTERY PACK	DISCHARGED		3/9/98
TWAA	21632	727231				900835A	CABIN		TWAA9803303
STL - DURING ROUTINE OVERNIGHT MAINTENANCE, THE EMERGENCY EXIT OVERHEAD SIGN IN FIRST CLASS, AND THE EMERGENCY EXIT SIGN AT THE FWD ENTRY WERE FOUND INOPERATIVE. REPLACED THE BATTERY PACK. (M)									
3350	480DA	BOEING				BULB	FAILED		3/17/98
DALA	20860	727232					CABIN		DL72K980598
FORWARD EMERGENCY AISLE LIGHT BURNT OUT. FWD GALLEY OVERHD, RELAMPED.									
3350	268FE	BOEING				LIGHT	RUSTED		3/12/98
FDEA	21674	727233				3005441	PAX DOOR		98FDEA00213
NR 0407, FWD ENTRY DOOR SLIDE LIGHT HAS LENS SCREWS NUT PLATES RUSTED OFF. REMOVED AND INSTALLED SERVICEABLE SLIDE LIGHT ASSY NR 33960.									

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3350 DALA	2817W 20873	BOEING 727247				LIGHT 1102833	INOPERATIVE CABIN		3/23/98 DL72W980638
ON LAYOVER 2 CHECK, FOUND AFT CABIN OVERHEAD EMERGENCY LIGHT INOP. RELAMPED, NO HELP. REPLACED BATTERIES, NO HELP. REPLACED LIGHT ASSEMBLY AND INSTALLED NEW BATTERIES, OPERATIONAL CHECKS NORMAL.									
3350 DALA	291WA 22109	BOEING 727247				LIGHT P2070003001	INOPERATIVE CABIN		3/22/98 DL72W980629
FWD FLASHLIGHT INOP. REPLACED FLASHLIGHT ASSY.									
3350 IPXA	947UP 19722	BOEING 72725C				BATT PACK 9621015	DISCHARGED CABIN		3/20/98 UPS98226166
INSPECTION TYPE-N/A, EMERGENCY EXIT LIGHT AT AFT ATTENDANT PANEL UPPER POSITION INOP. REMOVED AND REPLACED EMERGENCY BATTERY PACK AT AFT ATTENDANT POSITION.									
3350 IPXA	933UP 19857	BOEING 72725C				LIGHT 1000677	INOPERATIVE CABIN		3/25/98 UPS98226176
INSPECTION TYPE-N/A, FOWARD ENTRY DOOR EMERGENCY EXIT LIGHT INOP. REPLACED L1 DOOR EMERGENCY EXIT LIGHT ASSEMBLY.									
3350 IPXA	933UP 19857	BOEING 72725C				BATTERY PACK COCKPIT	DISCHARGED COCKPIT		3/25/98 UPS98226177
INSPECTION TYPE-N/A, COCKPIT EMERGENCY EXIT LIGHT INOP. FOUND BOTH BATTERIES TO BE DEAD AND OUT OF DATE. REMOVED AND REPLACED TWO BATTERIES PER MM33-50-10. SYSTEM GROUND CHECKS GOOD.									
3350 IPXA	909UP 19115	BOEING 72727C				BATTERY PACK 1000679	DISCHARGED CABIN		3/25/98 UPS98226174
INSPECTION TYPE-N/A, INOP EMERGENCY EXIT LIGHT OVER CREW ENTRY DOOR. INSTALLED SERVICEABLE FWD ENTRY DOOR EMER EXIT LIGHT ASSY, BATTERIES TEST GOOD.									
3411 TWAA	54333 20460	BOEING 727231				PITOT LINE 65594576	BROKEN VERT STAB		3/5/98 TWAA9803204
STL - FLT 141 - ELEVATOR FEEL DIFFERENTIAL LIGHT CAME ON STEADY. RETURNED TO STL. REPLACED BROKEN PITOT LINE GOING TO ELEVATOR FEEL LOCATED IN BAY FIVE OF VERTICAL STABILIZER. (M)									
3418 FDEA	152FE 18285	BOEING 72725				STALL COMPUTER 30416923	FAILED E/E COMPT		3/24/98 98FDEA00217
ON ROTATION, STICK SHAKER ENABLE AND REMAINED ON THROUGHOUT FLIGHT. RETURNED TO BASE. TROUBLESHOT SYSTEM FOUND STALL COMPUTER FAULTED. REMOVED AND REPLACED STALL COMPUTER SYSTEM, OPERATIONAL CHECKS GOOD.									
3610 GAIA	751US 21513	BOEING 727214				DUCT 470962	LEAKING NR 2 ENGINE		3/5/98 GAIA9829
CREW REPORTED NR 2 ENGINE FIRE LIGHT CAME ON IN-FLIGHT. AIRCRAFT MADE AN UNEVENTFUL RETURN TO TOL. FOUND BLEED AIR LEAK AT INLET OF ANTI-ICE DUCTS CAUSING OVERHEAT CONDITION. REPLACED INLET ANTI-ICE BLEED AIR DUCTS AND SUPPORT HARDWARE. GROUND RAN NR 2 ENGINE FOR 15 MINUTES AT TAKEOFF POWER SETTINGS. FUNCTIONALLY TESTED ANTI-ICE SYSTEM WITH NO LEAKS NOTED. AIRCRAFT RETURNED TO SERVICE. (X)									
5101 UALA	7449U 21903	BOEING 727222	PWA JT8D15			STRUCTURE	VIBRATIONS AIRFRAME		3/4/98 98UAL900112
UPON LANDING ROLLOUT CREW REPORTED VIBRATIONS IN THE AIRFRAME. UPON TAXIING CREW NOTICED CONDITION GETTING WORSE AND ELECTED TO STOP. PASSENGERS DEPLANED AND AIRCRAFT TOWED TO HANGER.									

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5210 CALA	73751 21247	BOEING 727227				SKIN	BENT L1 DOOR		3/19/98 CALA9800502
INSPECTION FOUND L-1 DOOR OUTER SKIN BENT WITH A .015625 INCH CRACK AT LOWER AFT CORNER ABOVE GATE. A PATCH WAS FABRICATED AND INSTALLED IAW SRM 52-00-3 AND 51-10-2.									
5230 CALA	73751 21247	BOEING 727227				SKIN	DENTED CARGO DOOR		3/19/98 CALA9800544
INSPECTION FOUND C-2 CARGO DOOR AFT LOWER EDGE BENT AND CORRODED. THE AFT LOWER FRAME SECTION WAS REMOVED IAW SRM 51-30-2 AND THE SKIN WAS STRAIGHTENED IAW SRM 51-40-1. THE NEW LOWER AFT FRAME SECTION WAS SEALED AND INSTALLED IAW SRM 51-10-1 AND 51-10-2.									
5230 CALA	73751 21247	BOEING 727227				SKIN	CRACKED CARGO DOOR		3/19/98 CALA9800545
INSPECTION FOUND A .5 INCH CRACK WITH DENT IN AFT BAGGAGE COMPARTMENT DOOR SKIN 23 DOWN FROM TOP AND 16 AFT. THE DENTED AND CRACKED AREA WAS REMOVED, A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 52-00-3.									
5240 CALA	73751 21247	BOEING 727227				FRAME	CRACKED R 1 DOOR		3/19/98 CALA9800503
INSPECTION FOUND A .75 INCH CRACK AT R-1 DOOR LOWER FORWARD CORNER FROM UNDER FORWARD LOWER FITTING TO FASTENER HEAD. CUT FRAME AND SPLICED IN NEW FRAME SECTION IAW DRAWING 69-69940. REINFORCED DOOR LOWER CORNER WITH DOUBLER, FILLER, AND SHIMS. STOP FITTING AND SEAL RETAINER WERE REINSTALLED IAW ECRA 5240-01227.									
5240 CALA	73751 21247	BOEING 727227				SKIN	CRACKED R1 DOOR		3/20/98 CALA9800562
INSPECTION FOUND A .625 INCH CRACK THROUGH FASTENER AT R-1 DOOR OUTER SKIN LOWER FORWARD CORNER ABOVE GATE. A REPAIR DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 52-40-1.									
5311 CALA	73751 21247	BOEING 727227				CIRCUMFERENTIAL	CRACKED BS 804.5		3/20/98 CALA9800567
INSPECTION FOUND A 1 INCH CRACK IN CIRCUMFERENTIAL AT BS 804.5, S15R. THE CRACKED AREA WAS REMOVED, A REPAIR ANGLE AND FILLER WERE FABRICATED AND INSTALLED IAW SRM 51-10-3.									
5311 CALA	73751 21247	BOEING 727227				FRAME	CORRODED BS 1148-1166		3/19/98 CALA9800543
INSPECTION FOUND FLOOR MOUNT FRAME CORRODED AT AFT BIN STA 1148 TO 1166 BETWEEN STRINGER 26 TO 27R. A NEW FRAME WAS FABRICATED AND INSTALLED IAW SRM 51-10-1, 51-10-2, 51-40-5 AND SRM 51-30-2.									
5311 DALA	522DA 21582	BOEING 727232				FRAME 6516349127	CORRODED BS 1166		3/20/98 DL72S980617
SKIN ATTACH FLANGE AT FS 1166 FRAME WAS CORRODED BETWEEN S28 AND 29 ON THE LT SIDE. REPAIR WILL REQUIRE REACOMPLISHMENT OF AD92-12-03. REPAIRED PER ERA 331479-14AD.									
5311 DALA	522DA 21582	BOEING 727232				FRAME	CRACKED LT MLG		2/23/98 DL72S980612
ITEM: AT HMV TEMPORARY REPAIR LMLG UPLOCK FITTING SUPPORT FRAME AFT WEB. REPAIRED PER MM 53-11-0 FIG 814.									
5311 FDEA	268FE 21674	BOEING 727233				FRAME	WORN BS 1148		3/20/98 98FDEA00212
NR 0978 71C 701 - LWR AFT CARGO, FUSE BS 1148, UPPER BELTFRAME FLANGE WORN IN EXCESS OF 50 PERCENT NEAR STR 22 LEFT. BLENDED OUT DAMAGE AND INSTALLED DOUBLER PER SRM 51-40-3.									

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5312 CALA	73751 21247	BOEING 727227				BULKHEAD PANEL	CRACKED NLG WW		3/19/98 CALA9800546
INSPECTION FOUND THE NLG WHEEL WELL FORWARD BULKHEAD TOP RIGHT PANEL, TOP LEFT PANEL, AND TOP CENTER PANELS CRACKED AT FASTENER HOLES. THE CRACKS WERE .5 TO 1 IN LENGTH. THE CRACKED AREAS WERE CUTOUT IAW SRM 51-40-2. REPAIR DOUBLERS AND FILLERS WERE FABRICATED AND INSTALLED IAW SRM 51-40-2, 51-10-2, AND 53-10-2.									
5312 DALA	522DA 21582	BOEING 727232				BULKHEAD SKIN	CRACKED RT MLG WW		2/23/98 DL72S980613
AT HMV, FOUND APU BLEED AIR CUTOUT FWD BLKHD RT W/W SKIN CRACKED. REPAIRED PER SRM 53-10-9 FIG 5.									
5312 DALA	522DA 21582	BOEING 727232				BULKHEAD FTG 6545975	DAMAGED BS 870		3/20/98 DL72S980616
THE BORE OF FS 870 BLKHD LT TERMINAL FITTING WAS O/S TO 4.605 DIAMETER TO REMOVE TOOLING DAMAGE. REWORKED PER ERA 331517-14.									
5313 CALA	73751 21247	BOEING 727227				STRINGER	CRACKED BS 720B		3/19/98 CALA9800530
INSPECTION FOUND A 1 INCH CRACK IN STRINGER 15L AT STA 720B. THE CRACKED AREA WAS CUT OUT. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-30-2, AND 53-10-3, PAGE 43, DETAIL 11.									
5313 FDEA	263FE 21625	BOEING 727233				STRINGER	CORRODED BS 950		3/19/98 98FDEA00216
NR 0228 71C 709-02, LOWER LOBE AFT CARGO CORROSION ON OUTBD FLANGE OF STR 29L FROM BS 950E TO BS 990. INSTALLED STRINGER REPAIR ON STRINGER 29L 950E TO 990 PER EA 7-5310-29401 DATED MARCH 07, 1998.									
5315 CALA	73751 21247	BOEING 727227				FLOORBEAM	CORRODED BS 360		3/20/98 CALA9800569
INSPECTION FOUND TOP FLANGE UPPER AND LOWER SURFACE OF FLOORBEAM CORRODED AT FS 360, RBL 10 TO LBL 18. THE CORRODED AREA WAS CUT OUT, A FLOORBEAM REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-8 AND 51-10-2.									
5315 CALA	73751 21247	BOEING 727227				FLOORBEAM	CORRODED BS 1110		3/19/98 CALA9800493
INSPECTION FOUND FLOORBEAM CORRODED AT STA 1110, RBL 12-36. THE CORRODED AREA WAS CUT OUT. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-08.									
5315 CALA	73751 21247	BOEING 727227				FLOORBEAM	CORRODED BS 360		3/20/98 CALA9800552
INSPECTION FOUND FLOORBEAM TOP FLANGE UPPER AND LOWER SURFACE CORRODED AT FS 360, RBL 10 TO LBL 10. THE CORRODED AREA WAS CUT OUT, A FLOORBEAM REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-8 AND 51-10-2.									
5320 FDEA	189FE 19082	BOEING 72722				SPLICE 69139651	CRACKED BS 870		3/18/98 98FDEA00203
NR 0439 014, BS 870 LT UPPER SPLICE PLATE FOR UPPER CHORD HAS 2 CRACKED HOLES AND 1 DAMAGED HOLE AOG ACCESS REQUIRED. REMOVED AND REPLACED BS 870 LT UPPER SPLICE PLATE PER BOEING DRAWING 64-8336.									
5320 CALA	73751 21247	BOEING 727227				CHORD	CORRODED BS 310-362		3/20/98 CALA9800568
INSPECTION FOUND TOP AND BOTTOM OF CHORD CORRODED AT FS 310 TO 362, LBL 56. ALSO, DOUBLER AT FS 360 HAD A .5 INCH CRACK. THE CHORD WAS REMOVED, CORROSION WAS REMOVED FROM AREA IAW SRM 51-10-6. A NEW DOUBLER AND ANGLES WERE FABRICATED AND INSTALLED IAW SRM 51-40-3, 51-10-2, AND 51-30-2.									

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5320 CALA	73751 21247	BOEING 727227				INTERCOSTAL	CRACKED BS 1110-1130	3/19/98	CALA9800517
INSPECTION FOUND INTERCOSTAL TOP FLANGE CRACKED IN THREE PLACES AT FS 1110-1130, BBL 0. THE INTERCOSTAL WAS REMOVED AND A NEW INTERCOSTAL WAS FABRICATED AND INSTALLED IAW SRM 51-30-2.									
5320 CALA	73751 21247	BOEING 727227				SUPPORT	CRACKED BS 846	3/19/98	CALA9800531
INSPECTION FOUND A 1 INCH CRACK IN FLOOR SUPPORT AT FS 846, RBL 1. THE FLOOR SUPPORT WAS REMOVED. A DOUBLER AND FLOOR SUPPORT WERE FABRICATED AND INSTALLED IAW SRM 51-40-3 AND 51-10-1.									
5320 CALA	73751 21247	BOEING 727227				SUBFLOOR	CORRODED BS 294-344	3/19/98	CALA9800529
INSPECTION FOUND FORWARD LAV OUTBOARD SUBFLOOR CORRODED AT FS 294-344, RBL 43-63. THE SUBFLOOR WAS REMOVED AND A NEW SUBFLOOR WAS INSTALLED IAW SRM 51-10-1.									
5320 CALA	73751 21247	BOEING 727227				WEB	CORRODED BS 1110-1130	3/19/98	CALA9800516
INSPECTION FOUND SHEAR WEB CORRODED AT FS 1110-1130, STRINGER 17R. THE WEB WAS REMOVED AND REPLACED IAW SRM 51-10-1 AND 51-30-02.									
5320 CALA	73751 21247	BOEING 727227				INTERCOSTAL	CRACKED BS 294-296	3/19/98	CALA9800499
INSPECTION FOUND A 2 CRACK IN UPPER RADIUS OF INTERCOSTAL AT FS 294-296, LBL 42. THE INTERCOSTAL WAS REMOVED AND REPLACED IAW SRM 51-30-1 AND 51-40-3.									
5320 CALA	73751 21247	BOEING 727227				INTERCOSTAL	CRACKED BS 312	3/19/98	CALA9800498
INSPECTION FOUND A 1 CRACK IN INTERCOSTAL AT FS 312, LBL 31. THE CRACKED AREA WAS REMOVED. A NEW PART WAS FABRICATED AND INSTALLED IAW SRM 51-10-1, 51-10-2, 51-30-2, AND MM 51-20-11.									
5320 CALA	73751 21247	BOEING 727227				SHEAR TIE	CRACKED BS 720	3/19/98	CALA9800497
INSPECTION FOUND A 1 CRACK IN SHEAR TIE AT LT BS 720, WL 208. THE SHEAR TIE WAS REMOVED. A NEW SHEAR TIE WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									
5320 CALA	73751 21247	BOEING 727227				ANGLE	CRACKED BS 754	3/19/98	CALA9800496
INSPECTION FOUND A 2 CRACK IN FLOORBOARD ATTACH ANGLE AT FS 754, LBL 1. THE CRACKED AREA WAS CUT OUT. AN ANGLE REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-40-3, 51-40-5, AND 51-30-2.									
5320 CALA	73751 21247	BOEING 727227				WEB	CRACKED BS 575	3/19/98	CALA9800494
INSPECTION FOUND TWO 1 CRACKS ON PLATE AT FASTENERS TOP OF WEB STRINGER 18R, FS 575. THE CRACKED AREA WAS REMOVED. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-30-2, 51-20-01, AND 51-10-2.									
5320 CALA	73751 21247	BOEING 727227				INTERCOSTAL	CRACKED BS 380	3/19/98	CALA9800500
INSPECTION FOUND A .5 INCH CRACK AT RIVET IN INTERCOSTAL AT FS 380, RBL 6. THE INTERCOSTAL WAS ALSO BENT IN THE MIDDLE. THE INTERCOSTAL WAS REMOVED IAW SRM 51-30-2. A NEW PART WAS FABRICATED AND INSTALLED IAW SRM 51-10-1, 51-10-2, AND 51-30-2.									
5320 DALA	412DA 21232	BOEING 727232				STRAP 65562313	CRACKED R1 DOORWAY	3/24/98	DL72K980641
A CRACK WAS FOUND IN THE BEAR STRAP AT THE R1 DOOR CUTOUT. THE CRACK WAS LOCATED IN THE FWD, LWR CORNER OF THE CUTOUT AND PROPAGATED FROM THE EDGE OF THE PART DOWNWARD APPROX 1 INCH. REPAIRED PER ERA 331529-14.									

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5320 DALA	523DA 21583	BOEING 727232				WEB	CRAKCED BS 1235		3/17/98 DL72S980593
FOUND .375 INCH CRACK RT VERT WEB UPPER LIGHTENING HOLE STA 1235, .5 INCH CRACK RT VERT WEB UPPER LIGHTENING HOLE STA 1243. REPAIRED PER MM 53-11-0 P 828.									
5320 IPXA	207UP 21699	BOEING 727247				BRACKET	CORROSION BS 720		3/19/98 UPS98226169
INSPECTION TYPE-SI, CORROSION (C53-224-01.00-01) ON FRAME AND BRACKET AT BS 720C STR 7 LT FRAME WITHIN LIMITS, BRACKET OUT OF LIMITS. REMOVED CORROSION ON FRAME, FABRICATED AND INSTALLED NEW BRACKET IAW SRM 51-20-1, 51-10-6, 51-10-02, 51-30-2.									
5320 DALA	295WA 22532	BOEING 727247				WEB	CRACKED BS 1212		3/18/98 DL72W980602
FOUND DURING B-2 LETTER CHECK, LWR TORQUE BOX VERT WEB CRACKED FS 1212 LT SIDE AT TOP OF WEB. REPAIRED PER M/M 53-11-0 PAR 19.									
5320 DALA	295WA 22532	BOEING 727247				WEB	CRACKED BS 1303		3/18/98 DL72W980606
VERT WEB ABOVE S DUCT CRACKED .625 INCH AT STR CUT OUT STA 1303 LT. REPAIRED PER SRM 53-10-4 FIG 17.									
5320 DALA	295WA 22532	BOEING 727247				WEB	CRACKED BS 1283		3/18/98 DL72W980603
FOUND DURING B-2 LETTER CHECK, LWR TORQUE BOX VERT WEB CRACKED FS 1283 RT SIDE AT LIGHTENING HOLE. REPAIRED PER M/M 53-11-0 PAR 15.									
5320 IPXA	951UP 19850	BOEING 72725C				ANGLE 651633511	CORRODED BS 915		3/20/98 UPS98226168
INSPECTION TYPE-C, CORROSION ON ANGLE AT BS 915 RBL 60 WL 190. REMOVED AND REPLACED ANGLE IAW SRM 51-30-05, 51-30-02.									
5320 IPXA	951UP 19850	BOEING 72725C				STRAP	BROKEN BS 328		3/17/98 UPS98226151
INSPECTION TYPE:C BROKEN TENSION STRAP UNDER MAIN CABIN FLOOR AT BS 328 BL 0, WL 200. REMOVED, FABRICATED REPAIR SPLICE AND INSTALLED IAW SRM 51-40-1, 51-30-2 AND 51-10-2.									
5330 CALA	73751 21247	BOEING 727227				PLATE	CRACKED BS 605		3/19/98 CALA9800495
INSPECTION FOUND TWO 1 CRACKS ON PLATE AT FASTENERS TOP OF WEB STRINGER 18R, FS 605. THE CRACKED AREA WAS REMOVED. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									
5347 CALA	73751 21247	BOEING 727227				SEAT TRACK	CORRODED BS 1030-1140		3/19/98 CALA9800519
INSPECTION FOUND SEAT TRACK CORRODED AT STA 1030-1140, RBL 24. THE SEAT TRACK WAS REMOVED AND REPLACED IAW SRM 53-10-5, PAGES 18-22.									
5347 CALA	73751 21247	BOEING 727227				SEAT TRACK	CORRODED BS 380-440		3/19/98 CALA9800510
INSPECTION FOUND RT INBOARD SEAT TRACK CORRODED AT STA 380-440. THE SEAT TRACK WAS REMOVED AND REPLACED IAW SRM 51-10-2 AND 51-30-2.									
5347 CALA	73751 21247	BOEING 727227				SEAT TRACK	CORRODED BS 1080-1110		3/19/98 CALA9800518
INSPECTION FOUND LT OUTBOARD SEAT TRACK CORRODED AT FS 1080-1110, LBL 45. THE CORRODED SECTION OF TRACK WAS CUT OUT AND A NEW SECTION WAS FABRICATED AND INSTALLED IAW SRM 53-10-5.									

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5347 CALA	73751 21247	BOEING 727227				SEAT TRACK	CORRODED BS 1070-1110	3/19/98	CALA9800509
INSPECTION FOUND SEAT TRACK CORRODED AT STA 1070-1110, RBL 15. THE SEAT TRACK WAS REMOVED AND REPLACED IAW SRM 51-30-1.									
5347 CALA	73751 21247	BOEING 727227				SEAT TRACK	CORRODED BS 1030-1090	3/19/98	CALA9800520
INSPECTION FOUND SEAT TRACK CORRODED AT STA 1030-1090, RBL 36. THE SEAT TRACK WAS REMOVED AND REPLACED IAW SRM 53-10-5, PAGES 18-22.									
5350 CALA	73751 21247	BOEING 727227				RADOME 10010021PWS	ERODED FWD FUSELAGE	3/19/98	CALA9800541
INSPECTION FOUND THE RADOME EXTERIOR SKIN HAD SOME SPOTS OF EROSION AND A SMALL HOLE. THE RADOME WAS REMOVED AND REPLACED IAW MM 53-15-0.									
5523 CALA	73751 21247	BOEING 727227				SKIN 657279957	SEPARATED LT ELEV TAB	3/19/98	CALA9800533
INSPECTION FOUND THE LT ELEVATOR CONTROL TAB INBOARD CORNER SEPARATED. THE ELEVATOR CONTROL TAB WAS REMOVED AND REPLACED.									
5523 CALA	73751 21247	BOEING 727227				SKIN 657279957	SEPARATED RT ELEV TAB	3/19/98	CALA9800532
INSPECTION FOUND THE RT ELEVATOR CONTROL TAB TRAILING EDGE SEPARATED. THE ELEVATOR CONTROL TAB WAS REMOVED AND REPLACED.									
5530 DALA	402DA 21146	BOEING 727232				WEB	CRACKED VERT STAB	3/18/98	DL72S980640
WEB CRACKED VERT STAB INTERIOR, VERTICAL WEB OVER S-DUCT IS CRACKED AT BOTH LOWER CORNERS (2 PLACES). REMOVED FASTENERS DYE PEN'D STOP DRILL, NO CRACK NOTED AFTER STOP DRILL HOLES ON BOTH SIDES, FABRICATED NEW DOUBLERS AS PER SRM 53-10-4 FIG 17. INSTALLED DOUBLER AND SHIM ON LT SIDE OF WEB. INSTALLED RT SIDE DOUBLER AS PER SRM 53-10-4 FIG 17.									
5530 DALA	523DA 21583	BOEING 727232				STRINGER	CRACKED VERT STAB	3/17/98	DL72S980595
FOUND .75 INCH CRACK IN VERT STAB STRINGER 8R AT THIRD BULKHEAD ABOVE CRAWLWAY OPENING FIN STA 133.8. REPAIRED PER MM 55-30-0 FIG 803.									
5531 CALA	73751 21247	BOEING 727227				RIB	CRACKED VERT STAB	3/19/98	CALA9800549
INSPECTION FOUND A .25 INCH CRACK IN VERTICAL STABILIZER NR 6 RIB AT STRINGER 3L. THE CRACK WAS STOP DRILLED, DOUBLERS WERE FABRICATED AND INSTALLED IAW SRM 55-30-4, 51-10-6, AND 51-30-2.									
5531 CALA	73751 21247	BOEING 727227				RIB	WORN VERT STAB	3/19/98	CALA9800548
INSPECTION FOUND VERTICAL STABILIZER NR 7 RIB WORN AT STRINGER 2R. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 55-30-4, 51-10-6, AND 51-30-2.									
5532 CALA	73751 21247	BOEING 727227				SKIN	CRACKED VERT STAB	3/19/98	CALA9800504
INSPECTION FOUND A .25 INCH CRACK IN RT VERTICAL STABILIZER LOWER SECTION AT STA 1343. A REPAIR WAS INSTALLED IAW ECRA 5530-01075.									
5532 CALA	73751 21247	BOEING 727227				SKIN	CRACKED VERT STAB	3/20/98	CALA9800564
INSPECTION FOUND A .1875 INCH CRACK IN LT SIDE OF VERTICAL STABILIZER LOWER SECTION AT STA 1343. A REPAIR WAS INSTALLED IAW ECRA 5530-01075.									

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5532 CALA	73751 21247	BOEING 727227				SKIN	CRACKED VERT STAB		3/19/98 CALA9800547
INSPECTION FOUND A 3 INCH CRACK IN LT VERTICAL STABILIZER AT STA 1253, JUST ABOVE AND AFT OF PANEL NR 9523. THREE 1 INCH CRACKS WERE FOUND IN THE LT VERTICAL STABILIZER AT STA 1264. THE CRACKED AREAS WERE CUTOUT IAW SRM 54-10-1. FILLER AND DOUBLER REPAIRS WERE FABRICATED AND INSTALLED IAW SRM 54-10-3, 53-30-3, 51-10-2, AND 51-30-1.									
5542 CALA	73751 21247	BOEING 727227				SKIN	ERODED RUDDER		3/20/98 CALA9800565
INSPECTION FOUND RT SIDE OF LOWER RUDDER SKIN EDGE ERODED JUST ABOVE PANEL NR 9901. THE AREA WAS SANDED AND A FIBERGLASS OVERLAY WAS APPLIED IAW SRM 51-40-8.									
5543 CALA	73751 21247	BOEING 727227				SKIN	DETERIORATED RUDDER TAB		3/20/98 CALA9800563
INSPECTION FOUND LT LOWER SIDE OF UPPER RUDDER TAB FIBERGLASS REPAIR DETERIORATED. THE FIBERGLASS REPAIR WAS SANDED, REWORKED, AND PRIMED IAW SRM 51-40-9 AND 51-10-6.									
5610 SCNA	284SC 21438	BOEING 7272J4				SLIDING WINDOW 5717623074	CRACKED RT COCKPIT		3/15/98 10595 SCNA98025
DURING CLIMB, NOTICED R2 WINDOW CRACKED. RETURNED TO STL. REMOVED AND REPLACED R2 WINDOW, FUNCTIONALLY CHECKED GOOD.									
5711 CALA	73751 21247	BOEING 727227				SPAR WEB	CRACKED CENTER WING		3/19/98 CALA9800542
INSPECTION FOUND A 4 INCH CRACK IN CENTER WING SECTION AT REAR SPAR WEB UPPER RADIUS ABOVE PRODUCTION PANEL FROM RBL 0 TO RBL 4. THE AREA WAS REPAIRED IAW EA SA004-5710-01843, DRAWING 65C37620, AND SERVICE BULLETIN 727-57A0182.									
5712 CALA	73751 21247	BOEING 727227				RIB	CRACKED LT WING TE		3/19/98 CALA9800535
INSPECTION FOUND A .25 INCH CRACK IN LT WING LOWER TRAILING EDGE PANEL OUTBOARD SUPPORT RIB JUST INBOARD NR 4 SPOILER ACTUATOR IN FLAP COVE AREA. THE RIB AND ROD WERE REMOVED AND REPLACED IAW SRM 51-10-1.									
5712 CALA	73751 21247	BOEING 727227				RIB	CRACKED LT WING		3/19/98 CALA9800539
INSPECTION FOUND A 1 INCH CRACK IN LT WING LOWER TRAILING EDGE PANEL SUPPORT RIB JUST INBOARD OF NR 3 SPOILER ACTUATOR IN FLAP COVE AREA. THE RIB SUPPORT WAS REMOVED, NEW PARTS WERE INSTALLED IAW SRM 51-10-6 AND 51-10-1.									
5712 CALA	73751 21247	BOEING 727227				RIB	CRACKED WS 656.5		3/19/98 CALA9800540
INSPECTION FOUND A .25 INCH CRACK FROM END OF STRINGER ON TOP OF RIB, SECOND UPPER STRINGER FROM AFT SPAR, WS 656.50, ACCESS 7217. THE CRACK WAS STOP DRILLED IAW SRM 51-10-1. A REPAIR WAS INSTALLED IAW EA 5762-01050.									
5712 CALA	73751 21247	BOEING 727227				RIB	CRACKED WS 629		3/19/98 CALA9800507
INSPECTION FOUND A .25 INCH CRACK IN RIB AT WS 629. THE CRACK WAS STOP DRILLED IAW SRM 51-10-1. A REPAIR WAS INSTALLED IAW EA 5762-1050, FIGURE 8.									
5712 RAAA	832RV 19098	BOEING 72722C				RIB	CRACKED WS 601.5		3/17/98 RAAA98B2016
DURING SCHEDULED AD 94-07-08 INSPECTION PER S/B 727-57-127, FOUND LEFT WS 601.5 RIB UPPPER CHORD CRACKED APPROX 1.0 IN AT S-14 ATTACH. REPAIRED PER SRM 57-10-5, FIG 1 M-54 NR 1.									

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5712 RAAA	832RV 19098	BOEING 72722C				RIB	CRACKED WS 601.5		3/17/98 RAAA98B2015
DURING SCHEDULED AD 94-07-08 INSPECTION PER S/B 727-57-127 FOUND LEFT WS 601.5 RIB LOWER CHORD CRACKED APPROX 1.5 INCHES AT S-6 ATTACH. REPAIRED PER SRM 57-10-5, FIG 1 M-54 NR 2.									
5713 CALA	73751 21247	BOEING 727227				STRINGER	CRACKED WS 656.5		3/20/98 CALA9800566
INSPECTION FOUND A 1 INCH CRACK IN RT WING STA 656.50 STRINGER ON TOP OF CHORD RIB. THE CRACK WAS STOP DRILLED, A REPAIR WAS INSTALLED IAW EA 5762-01050.									
5713 CALA	73751 21247	BOEING 727227				STRINGER	CRACKED WS 686.5		3/19/98 CALA9800506
INSPECTION FOUND A .25 INCH CRACK IN LT WING STRINGER ON TOP OF RIB (SECOND UPPER STRINGER FROM AFT SPAR) WS 686.5. THE CRACK WAS STOP DRILLED AND A REPAIR WAS INSTALLED IAW EA 5762-01050.									
5720 CALA	73751 21247	BOEING 727227				ANGLE	CRACKED WS 330		3/19/98 CALA9800521
INSPECTION FOUND A 2 INCH CRACK IN DOUBLER ANGLE INSIDE LT WING LEADING EDGE AT RIB, WS 330. THE ANGLE WAS REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-40-03 AND 51-30-02.									
5720 CALA	73751 21247	BOEING 727227				ANGLE	CRACKED LT WING		3/20/98 CALA9800553
INSPECTION FOUND A 3 INCH CRACK IN LT WING UPPER TRAILING EDGE PANEL SUPPORT T-ANGLE. THE CRACK WAS LOCATED AT INBOARD AFT END, OUTBOARD OF NR 1 FLAP JACKSCREW. THE T-ANGLE WAS REMOVED AND A NEW T-ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-30-2 AND 51-10-2.									
5720 CALA	73751 21247	BOEING 727227				STIFFENER	CRACKED LT WING		3/20/98 CALA9800556
INSPECTION FOUND A .625 INCH CRACK IN STIFFENER AT BOTTOM OF LT WING LEADING EDGE RIB, WBL 92.0. THE CRACK WAS STOP DRILLED IAW SRM 51-10-1. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-40-3, 51-10-2, AND 51-30-2.									
5720 CALA	73751 21247	BOEING 727227				ANGLE	CRACKED BS 120		3/20/98 CALA9800557
INSPECTION FOUND TWO 1 INCH CRACKS AT BOLT HOLES OF LT WING LOWER LEADING EDGE SUPPORT ANGLE AT FS 120. THE CRACKS WERE STOP DRILLED IAW SRM 51-10-1. A REPAIR DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-40-3, 51-10-2, AND 51-30-2.									
5720 CALA	73751 21247	BOEING 727227				ANGLE	CRACKED WING		3/20/98 CALA9800560
INSPECTION FOUND A .5 INCH CRACK IN J-ANGLE SUPPORT ABOVE AND INBOARD OF NR 7 SPOILER ACTUATOR. A REPAIR CHANNEL WAS FABRICATED AND INSTALLED IAW ECRA 5750-02914.									
5720 CALA	73751 21247	BOEING 727227				ANGLE	CRACKED LT WINGTIP		3/20/98 CALA9800561
INSPECTION FOUND A 1.25 INCH CRACK IN LT WINGTIP SUPPORT ANGLE AT INBOARD END OF CLOSURE RIB. A DOUBLER WAS INSTALLED IAW SRM 51-30-02.									
5720 CALA	73751 21247	BOEING 727227				BRACKET	CRACKED LT WING		3/19/98 CALA9800525
INSPECTION FOUND A 1 INCH CRACK IN BRACKET AT OUTBOARD SIDE WHERE LT WING NR 1 SLAT LOWER SKIN ATTACHES TO INBOARD TRACK. THE BRACKET WAS REPLACED IAW SRM 51-10-1.									

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5720 CALA	73751 21247	BOEING 727227				ANGLE	CRACKED WS 120	3/19/98	CALA9800527
INSPECTION FOUND A 2 CRACK IN LOWER LEADING EDGE SUPPORT ANGLE INSIDE LT WING LEADING EDGE AFT OF NR 3 LEADING EDGE FLAP AREA, FSS 120. THE ANGLE WAS REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-10-1, 51-10-2, AND 51-30-2.									
5720 DALA	406DA 21150	BOEING 727232				STIFFENER	CRACKED LE SPAR	3/20/98	DL72S980620
FOUND ON A1 LETTER CK, 1 INCH CRACK IN LOWER END OF L/E SPAR STIFFENER NR 2 SLAT O/B TRACK, INBD STIFFENER. REPAIRED PER MM 57-20-21.									
5730 CALA	73751 21247	BOEING 727227				SKIN	CRACKED LT WING LE	3/19/98	CALA9800523
INSPECTION FOUND A .21875 INCH CRACK AT LT WING FIXED UPPER LEADING EDGE AT AFT END OF CUTOUT WHERE NR 4 SLAT OUTBOARD HOOK ATTACHES. THE CRACK WAS STOP DRILLED. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 57-30-4, 51-10-2, 51-30-2.									
5730 CALA	73751 21247	BOEING 727227				SKIN	CRACKED LT WING	3/19/98	CALA9800526
THE LT WING LOWER LEADING EDGE HAD A .15625 CRACK WITH LOOSE FASTENERS JUST INBOARD OF CUTOUT ABOVE NR 2 SLAT. THE CRACK WAS STOP DRILLED IAW SRM 51-10-1. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-40-2, 51-10-1, AND 51-30-2.									
5730 CALA	73751 21247	BOEING 727227				SKIN	CRACKED LT WING TE	3/19/98	CALA9800522
INSPECTION FOUND A .75 INCH CRACK IN LT WING UPPER TRAILING EDGE CUTOUT, FORWARD OF NR 4 SPOILER SECOND FROM OUTBOARD HINGE. THE CRACK WAS STOP DRILLED. A REPAIR PLATE WAS FABRICATED AND INSTALLED IAW SRM 57-30-04.									
5741 CALA	73751 21247	BOEING 727227				BOTTLE PIN	CORRODED RT WING/FUS	3/19/98	CALA9800508
INSPECTION FOUND RT FORWARD BOTTLE PIN CORRODED AT HEAD FLANGE AND NECK AREA. THE RT FORWARD BOTTLE PIN WAS REPLACED IAW MM 57-41-1.									
5741 IPXA	207UP 21699	BOEING 727247				BOTTLE PIN	CORRODED RT WING/FUS	3/23/98	UPS98226170
INSPECTION TYPE-SI, RT WING AFT BOTTLE PIN CORRODED. REPLACED BOTTLE PIN PER 727 MM 57-41-01.									
5744 CALA	73751 21247	BOEING 727227				ATTACH FITTING	CORRODED RT WING	3/20/98	CALA9800558
INSPECTION FOUND RT WING NR 6 FLAP TRACK FORWARD ATTACH FITTING AT BOTTOM OF WING CORRODED AT INBOARD FACE. THE FITTING WAS REMOVED AND REPLACED IAW OVERHAUL MANUAL 20-50-01.									
5744 CALA	73751 21247	BOEING 727227				BRACKET	CRACKED LT WING	3/19/98	CALA9800505
INSPECTION FOUND A 2 CRACK IN BOTH INBOARD AND OUTBOARD BRACKETS WHERE LT WING NR 2 LEADING EDGE FLAP ACTUATOR ATTACHES INSIDE LEADING EDGE. NEW BRACKETS WERE FABRICATED AND INSTALLED IAW SRM 51-30-2. THE FLAP ACTUATOR WAS REMOVED AND REINSTALLED IAW MM 27-80.									
5751 FDEA	268FE 21674	BOEING 727233				SPAR WEB	CRACKED RTAILERON	3/18/98	98FDEA00210
NR 0901, RTAILERON, OUTBOARD HAS CRACK IN SPAR WEB AT FASTENER HOLE. THIS REPAIR TIED TO REPAIR BEING PERFORMED ON NR0324. STOP DRILLED CRACK AND FABRICATED DOUBLER AND INSTALLED REPAIR PER EA 7-5750-29411.									

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5751 FDEA	268FE 21674	BOEING 727233				SKIN	DAMAGED RT AILERON		3/18/98 98FDEA00211
NR 0905, RT OUTBD AILERON HAS .25 INCH DIAMETER CHERRY MAX FASTENER IN UPPER SKIN, RIB IS .600 WIDE, ORIGINAL FASTENERS WERE .125 INCH DIAMETER, COUNTER SINK INTO RIB WILL HAVE DAMAGED RIB AND MINIMUM ED IS LOST IN RIB. REMOVED AND REPLACED RIB PER SRM 51-10-1. SKIN REPAIR ACCOMPLISHED ON NR0906. AILERON BALANCE AND INSTALLATION ON NR0324.									
5751 FDEA	268FE 21674	BOEING 727233				RIVETS	LOOSE RT AILERON		3/18/98 98FDEA00214
NR 0324, RT WING OUTBOARD AILERON HAS APPROX 70 RIVETS WORKING AND LOOSE ALONG UPPER SKIN FRONT SPAR ATTACHMENT. REMOVED AND REPLACED RIVETS PER EA 7-5750-29411, SRM 57-50-5 SRM 51-30-2.									
5751 FDEA	268FE 21674	BOEING 727233				SKIN	DAMAGED RT AILERON		3/18/98 98FDEA00215
RT OUTBD AILERON HAS .25 INCH DIAMETER CHERRY MAX IN UPPER SKIN, COUNTER SINK IS TOO DEEP, IN SKIN .040 THICK. REMOVED DAMAGE AND INSTALLED FLUSH DOUBLER PER SRM 57-50-5 AND CUT OUT RIB AREA TO FACILITATE DOUBLER AND INSTALLED TYPICAL FORMED SECTION REPAIR TO RIB PER SRM 51-40-3. POINT, BALANCE, INSTALLATION OF AILERON ACCOMPLISHED ON NR 0324.									
5752 CALA	73751 21247	BOEING 727227				SKIN	DENTED RT AILERON TAB		3/20/98 CALA9800554
INSPECTION FOUND RT OUTBOARD AILERON TAB UPPER SURFACE DENTED. THE AILERON TAB WAS REMOVED AND REPLACED.									
5753 CALA	73751 21247	BOEING 727227				SKIN	GOUGED RT TE FOREFLAP		3/19/98 CALA9800528
INSPECTION FOUND AN 8 GOUGE IN RT INBOARD FOREFLAP INBOARD END AT WING ROOT. THE FOREFLAP WAS REMOVED AND REPLACED IAW MM 27-50-00.									
5753 CALA	73751 21247	BOEING 727227				SKIN 6521630266	GOUGED RT TE FOREFLAP		3/20/98 CALA9800572
INSPECTION FOUND A 1 INCH GOUGE IN RT INBOARD FOREFLAP OUTBORD LEADING EDGE. THE FOREFLAP WAS REMOVED AND REPLACED.									
5753 CALA	73751 21247	BOEING 727227				FLAP TRACK	CORRODED NR 6 TE FLAP		3/20/98 CALA9800559
INSPECTION FOUND UPPER MOUNT FLANGE OF NR 6 FLAP TRACK CORRODED AT FORWARD ATTACH CLEVIS. THE FLAP TRACK WAS REMOVED AND REPLACED.									
5753 CALA	73751 21247	BOEING 727227				SKIN	PUNCTURED RT TE FOREFLAP		3/20/98 CALA9800551
INSPECTION FOUND A HOLE IN RT OUTBOARD FOREFLAP UPPER INBOARD SURFACE. THE DAMAGED AREA WAS CUTOUT AND A HOT BONDED REPAIR WAS APPLIED IAW SRM 51-40-6 AND 51-10-6.									
5753 CALA	73751 21247	BOEING 727227				FLAP TRACK	CORRODED RT WING		3/19/98 CALA9800550
INSPECTION FOUND RT WING NR 7 FLAP TRACK FORWARD LUGS CORRODED. THE FLAP TRACK WAS REPLACED IAW MM 27-51-0.									
5753 CALA	73751 21247	BOEING 727227				FLAP TRACK	CORRODED TE FLAP		3/20/98 CALA9800570
INSPECTION FOUND NR 7 FLAP TRACK AFT MOUNT CORRODED. THE FLAP TRACK WAS REPLACED IAW MM 27-51-0.									
5753 DALA	283WA 21485	BOEING 727247				RIB 652163395A	REPAIRED LT TE MIDFLAP		2/25/98 DL72E980637
DURING SHOP VISIT, THE FLAP WAS FOUND WITH A CRACKED RIB AT THE LOWER AFT CORNER. THE RIB WAS REPAIRED PER 727 MM 57-52-0 FIG 808 BY STOP DRILLING THE CRACK AND INSTALLING A DOUBLER.									

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5754 CALA	73751 21247	BOEING 727227				RIB	CRACKED NR 2 LE SLAT		3/20/98 CALA9800555
INSPECTION FOUND A 1 INCH CRACK IN NR 2 LEADING EDGE SLAT FIRST RIB INBOARD OF ACTUATOR AT WS 629. A FORMED ANGLE REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-40-3 AND 51-10-0.									
5754 DALA	406DA 21150	BOEING 727232				WEB	CRACKED NR 8 LE SLAT		3/20/98 DL72S980622
NR 8 SLAT ACT I/B AND O/B ATTACH ANGLE CRACKED AT WEB. REPAIRED PER MM 57-20-21.									
5754 DALA	406DA 21150	BOEING 727232				ANGLE	CRACKED NR 8 LE SLAT		3/20/98 DL72S980621
FOUND ON A1 LETTER CK, NR 8 SLAT LOWER ATTACH ANGLE CRACKED AT THE INBD STOP PAD. REPAIRED PER MM 57-54-0.									
5754 DALA	295WA 22532	BOEING 727247				RIB	CRACKED NR 5 SLAT		3/18/97 DL72W980605
FOUND ON B2 LETTER CK, .25 INCH CRACK BEYOND PREVIOUS STOP DRILLED CRACK, OUTBD NOSE RIB AT NR 5 SLAT ACTUATOR ROD END. REPAIRED PER MM 57-54-0.									
5755 CALA	73751 21247	BOEING 727227				SKIN	CORRODED NR 7 SPOILER		3/19/98 CALA9800534
INSPECTION FOUND BOTTOM OF LT WING NR 7 SPOILER CORRODED. THE SPOILER WAS REPAIRED BY AVIATION COMPOSITES AND IAW WORK CARD 07-5750-1-2717..									
7110 DALA	532DA 22045	BOEING 727232				COWL	CRACKED NR 2 ENGINE		3/17/98 DL72S980596
FOUND .75 INCH CRACK NR 2 ENG NOSE COWL 10 INCH AFT OF NOSE RING 3.00 POS. REPAIRED PER MM 54-30-0 P 801.									
2910 E9WA	220US 20453	BOEING 7372H5				HYDRAULIC TUBE 65445101387	CHAFED WS 260		2/13/98 98ZZZX1075
FLT 992/23 NCO - LOST A-HYDRAULIC SYSTEM PRESSURE AND QUANTITY AFTER TAKEOFF CLIMBING THROUGH APPROX 3,500 FEET. COMPLETED EMERGENCY CHECK LIST. BURNED OFF EXCESS FUEL AND LANDED WITH AIRCRAFT WEIGHT AT 96,100 POUNDS. GEAR PINS INSTALLED FOR TOWING. INSPECTED ACFT, FOUND A-SYSTEM PRESSURE LINE RUPTURED DUE TO CHAFING ON LOWER WING ACCESS PANEL. DAMAGED LINE REMOVED AND A TEMPORARY HIGH PRESSURE FLEX LINE INSTALLED, ENGINES NR 1 AND NR 2 CASE DRAIN FILTERS REMOVED AND INSPECTED FOR DEBRIS. NONE FOUND, NEW FILTERS INSTALLED. HYDRAULIC SYSTEM REPLENISHED. OPERATIONAL CHECK DONE. OPS CHECK GOOD. ALL WORK DONE IAW BOEING MM CHAP 29-00. TEMPORARY LINE TO BE REPAIRED.									
3230 CALA	14347 23585	BOEING 7373T0				SENSOR	OUT OF ADJUST LANDING GEAR		3/19/98 CALA9800501
THE LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF FROM EWR. THE ABNORMAL CHECKLIST WAS COMPLETED AND THE AIRCRAFT WAS RETURNED TO EWR WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE AIR SAFETY SENSOR OUT OF ADJUSTMENT. THE SENSOR WAS ADJUSTED IAW MM 32-09-01. AN EXTENSION AND RETRACTION OF THE LANDING GEAR WAS PERFORMED IAW MM 32-32-00 AND OPERATION AND INDICATIONS CHECKED GOOD.									
3350 SWAA	59SW 21811	BOEING 7372H4				BATTERY P4010021	DISCHARGE CABIN		3/17/98 SWAA980323
DURING WALK AROUND CHECK, FOUND FWD F/A POSITION INBD EMERGENCY FLASH LIGHT SEAL BROKEN TO DMAL. REMOVED AND REPLACED FWD INBD F/A LIGHT BATTERY PER BOEING MM.									
3350 AWXA	149AW 22575	BOEING 7372U9				BATTERY 900835A	DISCHARGED CABIN		3/7/98 AWXA9800072
D-EMERGENCY EXIT LIGHTS ALONG SIDE DOORS L1 R1 AND RT OVERWING INOP. REMOVED AND REPLACED BATTERY CARTRIDGE ASSY. OPS GOOD AT THIS TIME, STCNR SA3234NM.									

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3610 CALA	14347 23585	BOEING 7373T0				BLEED LINES	LOOSE RIGHT		3/17/98 CALA9800471
CABIN PRESSURE WAS LOST WHILE EN ROUTE FROM IAH TO CZM. THE RIGHT PACK OUTPUT WENT TO ZERO. AN EMERGENCY DESCENT WAS PERFORMED AND THE O2 MASKS WERE DEPLOYED. THE AIRCRAFT LANDED AT CZM WITHOUT FURTHER EVENT. MAINTENANCE FOUND HIGH BLEED REGULATOR LINES LOOSE. THE LINES WERE REPOSITIONED AND TIGHTENED AND OPERATIONAL CHECKS WERE GOOD. IN ADDITION, THE O2 GENERATORS WERE REMOVED AND REPLACED. THE O2 MASKS WERE REPACKED AND LATCH SYSTEMS CHECKED IAW MM 35-22-11.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 787		3/13/98 SWAA980327
DURING SCHEDULED D CHECK, FOUND FRAME CRACKET AT A/C OUTLET ASSY ATTACH BRACKET AT BS 787, STR 8-9 LT. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 807		3/13/98 SWAA980328
DURING SCHEDULED D CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 807, STR 8-9 LT. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 827		3/13/98 SWAA980329
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 827, STR 8-9 LT. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 907		3/13/98 SWAA980326
DURING SCHEDULED D CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 907, STR 8-9 RT. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 887		3/13/98 SWAA980332
DURING SCHEDULED D CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 887, STR 8-9 LT. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 847		3/13/98 SWAA980330
DURING SCHEDULED D CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 847, STR 8-9 LT. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 847		3/13/98 SWAA980324
DURING SCHEDULED D CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 847, STR 8-9 RT. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 867		3/13/98 SWAA980331
DURING SCHEDULED D CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 867, STR 8-9 LT. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 887		3/13/98 SWAA980325
DURING SCHEDULED D CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 887, STR 8-9 RT. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 907		3/13/98 SWAA980333
DURING SCHEDULED D CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 907, STR 8-9 LT. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CRACKED BS 827		3/13/98 SWAA980290
DURING SCHEDULED D CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 827, STR 8-9 RT. REPAIRED PER BOEING SRM.									

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5311 CALA	14336 23574	BOEING 7373T0				FRAME	CORRODED BS 847		3/18/98 CALA9800511
INSPECTION FOUND BELT FRAME CORRODED AT STA 847 BETWEEN STRINGERS 25 AND 26R. REPAIRED IAW SRM 53-00-07, PAGE 203 AND ECRA 5310-03693.									
5311 SWAA	696SW 23064	BOEING 7373T5				STUB FRAME	CRACKED BS 299		3/17/98 SWAA980319
DURING SCHEDULED D CHECK, FOUND CRACKED STUB FRAME AT BS 299, WL 210, RBL 55. REPAIRED PER BOEING SRM.									
5315 SWAA	696SW 23064	BOEING 7373T5				FLOORBEAM	CORROSION BS 986		3/17/98 SWAA980321
DURING SCHEDULED D CHECK, FOUND CORROSION ON FLOORBEAM UPPER AND LOWER AT BS 986, RBL 44, WL 208. REPAIRED PER BOEING SRM.									
5320 SWAA	55SW 21593	BOEING 7372H4				ANGLE	CRACKED BS 332		3/17/98 SWAA980318
DURING SCHEDULED 1/4D CHECK, FOUND SUPPORT ANGLE CRACK AT BS 332, LBL 62 BELOW CREASE BEAM. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				SUPPORT	CORROSION BS 993		3/17/98 SWAA980322
DURING SCHEDULED D-CHECK, FOUND CORROSION ON FLOOR SUPPORT FITTING AT NAT 993, WL 208, LBL 34. REPAIRED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				WEB	CORROSION BS 704-885		3/17/98 SWAA980320
DURING SCHEDULED D CHECK, FOUND CORROSION ON WEB AT BS 828 TO 830, WL 208, LBL 70; BS 704, WL 208, RBL 65; BS 878 TO 885, RBL 70, WL 208; BS 901, WL 208, RBL 65. REPAIRED PER BOEING SRM.									
3350 NWAA	665US 23820	BOEING 747451				BATTERY PACK	DISCHARGED CABIN		3/21/98 9804676305
DURING LINE CHECK, FOUND UPPER DECK AFT FLOOR EMERGENCY FLOOR PATH LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK GOOD.									
5280 P5CA	850FT 19755	BOEING 747122				DOOR	DELAMINATED LT MLG		3/13/98 P5CA9800511
LT WING GEAR FLYING DOOR DELAMINATED OUTER AFT CORNER. REPAIRED BY CUTTING OUT DAMAGE AND INSTALLING NEW FIBERGLASS OVERLAYS PER SRM 51-40-06.									
5320 P5CA	850FT 19755	BOEING 747122				SILL	CORROSION CARGO DOORWAY		3/11/98 P5CA9800513
AFT CARGO DOOR SERRATED PLATE 3, 4, 5 AND 8 HAS CORROSION ON DOOR SILL AREA. REMOVED CORROSION PER SRM 51-10-01.									
5320 P5CA	850FT 19755	BOEING 747122				INTERCOSTAL	CRACKED BS 1590		3/10/98 P5CA9800508
AFT CARGO COMPARTMENT APPROX STA 1590 LBL 30 SUB FLOOR INTERCOSTAL BENT AND CRACKED. INSTALLED NEW FABRICATED INTERCOSTAL WEB ASSY.									
5330 P5CA	850FT 19755	BOEING 747122				SKIN	CRACKED FUSELAGE		3/12/98 P5CA9800516
NR 3 INBD C/C TOP SIDE AFT END EXTERIOR SKIN CRACKED. REPAIRED PER SRM 54-10-03.									
5350 P5CA	850FT 19755	BOEING 747122				FAIRING	CRACKED BS 1460-1520		3/10/98 P5CA9800512
FUSELAGE LT BODY FAIRING STA 1460-1520 JUST AFT LT BODY WHEEL WELL CRACKED AT 2 PLACES. REMOVED AND REPAIRED PANEL PER SRM 51-40-15.									

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5730 P5CA	850FT 19755	BOEING 747122				PANEL	DELAMINATED LT WING		3/11/98 P5CA9800506
LT WING UPPER TRAILING EDGE, FIXED PANEL DELAMINATED FWD OF SPOILER NR 5. SANDED AREA, REMOVED DAMAGED OUTER PANEL INST FIBERGLASS FILLER AND OVERLAY, BONDED PER SRM 51-40-15.									
5730 P5CA	850FT 19755	BOEING 747122				PANEL	DELAMINATION LT WING		3/11/98 P5CA9800507
LT WING TOP FIXED PANEL IN FRONT OF SPOILER NR 5 OUTER HINGE PANEL DELAMINATION. CUT OUT DAMAGED AREA. REMOVED WATER CONTAMINATION AND APPLIED FIBERGLASS OVERLAY PER SRM 51-40-15.									
5753 P5CA	850FT 19755	BOEING 747122				PANEL	CRACKED LT TE FLAP		3/13/98 P5CA9800514
LT WING OUTBD FLAP COVE LIP PANEL CRACKED. REPAIRED AND APPLIED FIBERGLASS OVERLAY PER SRM 51-40-09.									
5753 P5CA	850FT 19755	BOEING 747122				PANEL	CRACKED RT TE FLAP		3/11/98 P5CA9800509
RT WING OUTBD FLAP COVE LIP PANEL HAS CRACK. REMOVED DAMAGE AREA, POTTED CRACKED HONEYCOMB, APPLIED FIBERGLASS FILLER AND OVERLAY PER SRM 51-40-15.									
5755 P5CA	850FT 19755	BOEING 747122				SKIN	DELAMINATED NR 6 SPOILER		3/12/98 P5CA9800515
NR 6 SPOILER INBD EDGE SEPARATED AND HAS 2 AREAS OF DELAMINATION. REPAIRED WITH FIBERGLASS AND BONDED PER SRM 51-40-06.									
5755 P5CA	850FT 19755	BOEING 747122				SKIN	MISREPAIRED NR 3 SPOILER		3/11/98 P5CA9800510
NR 3 SPOILER HAS POSSIBLE INCORRECT REPAIR TO UPPER SURFACE. REPAIRED IN ACCORDANCE WITH SRM 51-40-06.									
7120 EIAA	471EV 20651	BOEING 747273C				BEARING	WORN NR 4 PYLON		2/8/98 98ZZZM333
HKG - DURING 'C5/D' CHECK INSPECTION, NR 4 PYLON AFT UPPER MOUNT HAS WORN ATTACH BUSHING AND SIDE PLAY. THRUST LINK END FITTING WORN. ENGINE UPPER MOUNT BUSHING REPLACED IAW OHM 20-50-03, THRUST LINK BEARING REPLACED IAW OHM 20-50-03. (M)									
7230 NWAA	618US 21122	BOEING 747251F	PWA JT9D7F			COMPRESSOR	STALLED NR 1 ENGINE		3/22/98 9804876718
WHILE AT CRUISE FL350, THE NR 1 ENGINE COMPRESSOR STALLED. THE ENGINE WAS SHUT DOWN AFTER REACHING AN EGT OF 1002C FOR 5 SECONDS. NO RESTART WAS ATTEMPTED. THE FLIGHT CONTINUED TO KIX WITHOUT FURTHER DIFFICULTY. THE AIRCRAFT WAS REMOVED FROM SERVICE AND THE NR 1 ENGINE WAS REPLACED AFTER ARRIVING IN KIX.									
7261 NWAA	618US 21122	BOEING 747251F	PWA JT9D7F			BREATHING TUBE 678960	CRACKED NR 1 ENGINE		3/20/98 9804836718
WHILE IN CRUISE, THE NR 1 ENGINE OIL QUANTITY WENT TO ZERO WITH THE OIL PRESSURE DROPPING RAPIDLY DOWN TO 8 TO 9 PSI. THE ENGINE WAS SHUT DOWN PER COM PROCEDURE AND THE AIRCRAFT RETURNED TO ANC WITHOUT DIFFICULTY. MAINTENANCE INSPECTED THE ENGINE AND REPLACED THE REAR MAIN BEARING BREATHING TUBE DUE TO A CRACK. THE FOLLOW-UP LEAK CHECK AND ENGINE WINDMILL CHECK WERE NORMAL.									
7711 NWAA	640US 23888	BOEING 747251F	PWA JT9D7J			CONNECTORS	DIRTY NR 1 EPR		2/25/98 9804866740
DURING TAKEOFF ROLL, THE NR 1 ENGINE WOULD NOT REACH TAKEOFF EPR WITHOUT EXCEEDING THE EGT REDLINE. THE MAXIMUM EPR REACHED WAS 1.30. THE TAKEOFF WAS ABORTED AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE CLEANED THE EPR TRANSMITTER AND INDICATOR CONNECTIONS AND PERFORMED AN ENGINE BLEED CHECK PER MM 75-32-00 WITH NO DEFECTS NOTED.									

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8012 P5CA	853FT 19753	BOEING 747122				CONNECTOR BACC63AF243058	CONTAMINATED NR 4 ENGINE		3/13/98 P5CA9800505
NR 4 ENG START VALVE OPEN LIGHT ON. RETURNED TO RAMP. FAULT T/S CARRIED OUT. SHAKE CHECK OF WIRING ON ENG STRUT PLUGS AND ENG DISCONNECT PLUGS UNABLE TO REPRODUCE DEFECT. ENG DISCONNECT PLUG D0014P DISCONNECTED AND FOUND STRUT CONNECTOR D0044J BADLY CONTAMINATED AND INSULATION ROTTEN. CHANGED CONNECTOR PER WDM 20-11-11 AND SYSTEM CHECKED OK ON ENG RUN.									
2530 TWAA	713TW 28173	BOEING 7572Q8				OVEN 8203110000	FAILED NR 3		2/23/98 TWAA9802701
STL - FLT 2 - AFT GALLEY NR 3 OVEN HAD ELECTRICAL SMELL WHEN POWER APPLIED. PULLED CB AND DID NOT USE OVEN. REPLACED THE OVEN. (M)									
2750 NWAA	531US 23846	BOEING 757251				RELAY	FAILED TE FLAPS		3/21/98 9804915531
ON APPROACH, THE TRAILING EDGE FLAPS FAILED TO EXTEND AND THE TRAILING EDGE FLAPS DISAGREE WARNING LIGHT ILLUMINATED. THE FLIGHT DIVERTED TO DEN AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED RELAY K10104 WITH A NEW PART, OPERATIONAL TEST WAS SATISFACTORY.									
3231 CALA	29124 27565	BOEING 757224				BOLT BACB30LJ4U42	SHEARED DOOR SEQ VLV		3/17/98 CALA9800492
WHEN GEAR UP WAS SELECTED AFTER TAKEOFF, THE GEAR AND GEAR DOOR LIGHTS REMAINED ON WITH EICAS MESSAGE OF GEAR DOORS AND GEAR DISAGREE. THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND A SHEARED BOLT IN NLG DOOR OPERATED SEQUENCE VALVE SUPPORT ASSEMBLY. THE BOLT HAD SHEARED DUE TO LINK BEING INSTALLED INCORRECTLY. THE BOLT, LINK, AND CARRIER WERE REPLACED IAW COMPONENT MAINTENANCE MANUAL 32-34-14, PAGE 701. OPERATION OF THE NLG WAS TESTED IAW MM 32-34-00, PAGE 501 AND ALL CHECKED GOOD. AN INVESTIGATION IS BEING CONDUCTED BY ENGINEERING.									
3233 CALA	18119 27561	BOEING 757224				ACTUATOR 273N10045	INOPERATIVE NLG		3/17/98 CALA9800473
THE EICAS GEAR DISAGREE AND GEAR AMBER LIGHT ILLUMINATED AFTER GEAR RETRACTION WITH GEAR HANDLE IN THE UP POSITION. MOVING THE GEAR HANDLE TO THE OFF POSITION REMOVED BOTH WARNINGS. NOSE GEAR RETRACTION SEEMED LONGER THAN NORMAL. THE FLIGHT CONTINUED TO EWR WITHOUT FURTHER PROBLEM. MAINTENANCE REMOVED AND REPLACED THE NOSE GEAR RETRACT ACTUATOR IAW MM 32-34-01. AN ADJUSTMENT/TEST OF THE NOSE GEAR WAS PERFORMED IAW MM 32-34-00. LEAK AND OPERATIONAL CHECKS WERE GOOD.									
3350 DALA	751AT 23125	BOEING 757212				LIGHT P2070003001	INOPERATIVE CABIN		3/22/98 DL75A980630
FLASHLIGHT AT FWD INBD F/A JUMPSEAT USED. FOUND FLASHLIGHT BACKWARD IN HOLDER, BATTERY DEAD. INSTALLED NEW FLASHLIGHT ASSY.									
3350 AALA	617AM 24525	BOEING 757223				CONNECTOR	DEFECTIVE CABIN		2/17/98 AALA980345
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTS ILLUMINATED WITH SWITCH OFF. REPLACED EMERGENCY FLOOR PATH LIGHTING CONNECTOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 IPXA	469UP 25485	BOEING 75724APF				BULB	FAILED CABIN		3/18/98 UPS98526141
INSPECTION TYPE:DAIL EXTERIOR EMERGENCY EXIT LIGHT BELOW CREW ENTRY DOOR INOP. RELAMPED, FUNCTION CHECK NORMAL.									
7321 ANCF	987AN 25494	BOEING 75723A	RROYCE RB211535E4		WOODWARD	GOVERNOR FFG021BA	MALFUNCTIONED LT ENGINE FUEL	6094	2/27/98 ANCF9802
BOG/MEX - FLT 072 - LEFT EEC AND ENGINE LIMITER INOPERATIVE. LIGHT ILLUMINATED. EICAS MESSAGE. LT ENGINE EEC, LT ENGINE LIMITER DISPLAYED, REJECTED TAKEOFF. READING CODE FAULT EEC NR 31 FOUND AND PERFORMED PROCEDURE IAW THIS CODE, FFG CONNECTOR'S WERE CHECKED, CLEANED, AND ADJUSTED. (X)									
2421 TWAA	605TW 22568	BOEING 767231				IDG 736664E	FAILED RT ENGINE		2/21/98 TWAA9802602
JFK - FLT 12 - THE RIGHT ENGINE GENERATOR FAILED. EICAS MESSAGE RT GEN OFF DISPLAYED. FLT RETURNED TO JFK. PLACARDED GEN INOP PER MEL. ON LAYOVER, THE RT IDG WAS REPLACED. (M)									

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3350 AALA	312AA 22315	BOEING 767223				CONNECTOR 1721651	DEFECTIVE CABIN		2/16/98 AALA980317
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT SEAT ROW 30HJ WOULD NOT ILLUMINATE. REPLACED EMERGENCY EXIT LIGHT CONNECTOR AT SEAT ROW 30 HJ. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	359AA 24040	BOEING 767323				CONNECTOR	LOOSE CABIN		2/16/98 AALA980315
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT PAX SEAT 40AB INOPERATIVE. RECONNECTED LOOSE EMERGENCY EXIT LIGHT CONNECTOR AT PAX SEAT 40AB. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	370AA 25197	BOEING 767323				PIN 1703643	DEFECTIVE CABIN		2/17/98 AALA980346
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHTS INOPERATIVE AT PAX SEATS 19B, 20B AND 21B. REPLACED PINS AT PAX SEATS 19B, 20B AND 21B. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 DALA	179DN 25144	BOEING 767332			BPS73	POWER SUPPLY	INOPERATIVE CABIN		3/18/98 DL76L980608
EMERGENCY ESCAPE PATH LIGHTING INOP CTR LFT COACH. REPLACED POWER SUPPLY M9009 AND BATTERY PACK OP CKS OK.									
5330 DALA	184DN 27111	BOEING 767332				SKIN	DAMAGED BS 89		3/17/98 DL76L980614
THE FUSELAGE SKIN AT DOOR STATION 89 AND STRINGER 8L HAS A 1 X 2 CUTOUT. THE SKIN HAS BEEN REPAIRED WITH AN ALUMINUM DOUBLER PER THE GUIDELINES OF B767 SRM 53-00-01. ER/A 364286-14 WAS ISSUED TO DOCUMENT THE REPAIR AND TO ENSURE COMPLIANCE WITH THE SRM.									
5754 DALA	129DL 24079	BOEING 767332				WEDGE	DELAMINATED NR 8 LE SLAT		3/16/98 DL76S980618
THE RT NR 8 SLAT WAS FOUND WITH A 2.5 DIAMETER AREA OF DELAMINATION ON THE UPPER SKIN OF THE TRAILING EDGE WEDGE. THE DAMAGE WAS TRIMMED AWAY AND REPAIRED PER B767 SRM 57-43-02 AND DOCUMENTED PER ER/A 364264-14AD.									
2432	601RS 258018	BRAERO BAE125800A			CONCORDEBATT	BATTERY RG390E	RUPTURED DC SYSTEM	343	1/3/98 98ZZZX1166
BATTERY WAS MAKING NOISE BUBBLING AND CRACKING. WHEN ON CHARGE, BATTERY CAME UP TO 29 VOLTS. REMOVED BATTERY FOR TEST, OPEN CIRCUIT VOLTS 25.7. PUT LOAD ON BATTERY, 200 AMPS. WHEN SWITCH WAS TURNED ON, BATTERY BLEW HOLE IN THE SIDE. TEST WAS DONE IN AERO BATTERY SHOP. SUPPORT SLEEVE WAS UP AT THE TIME. CYCLES: 242.									
2432	74B NA0209	BRAERO HS125700A				BATTERY RG390E	RUPTURED DC SYSTEM	463	2/23/98 98ZZZX1167
BATTERY SUPPORT SLEEVE ON OUTSIDE OF BATTERY SLIDES DOWN 2 INCHES AND THE SIDE BLEW OUT A 2 INCH BY 6 INCH HOLE. DATE OF MFG: 3-96. INSTALLED: 3-28-96. REMOVED: 2-24-98. FLIGHT HRS: 463. CYCLES: 319.									
2750 ISEA	651JM 6500241	CESSNA 650				CURRENT LIMITER FL23	FAILED FLAPS	2119	3/3/98 98ZZZX1103
DURING NORMAL APPROACH WHEN FLAPS WERE SELECTED FROM SEVEN DEGREE POSITION TO TWENTY DEGREES, FLAPS STARTED DOWN THEN STOPPED. NO ADVERSE EFFECTS FELT ON THE AIRCRAFT AND NORMAL LANDING MADE. TOLEDO CITATION SERVICE CENTER HELP WAS REQUESTED AND THEY CAME TO AIRCRAFT. CHECKED AIRCRAFT AND FOUND DEFECTIVE CURRENT LIMITER. REPLACED LIMITER WITH NEW AND OPERATIONAL CHECKED FLAP SYSTEM. AFTER SEVERAL OPERATIONS, RELEASED AIRCRAFT BACK TO SERVICE. OPERATIONAL FLIGHT CHECK PERFORMED. FLIGHT TO TOLEDO SHOWED NO ABNORMAL OPERATION. TC 1,367.									

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3252 15EA	710AW 7500033	CESSNA 750				STEERING UNIT 7148876	MALFUNCTIONED NLG	161	3/2/98 98ZZZX1102
DURING TAXI AFTER LANDING, AIRCRAFT STARTED TO TURN LEFT WITHOUT INPUT TO TILLER OR RUDDER PEDALS. AIRCRAFT EXAMINED AND NO APPARENT CAUSE WAS IDENTIFIED. CONTACTED CESSNA AND REQUESTED A REPLACEMENT STEERING UNIT. TECHNICIANS FOR ICT AND LGB CAME TO PHX AND CHANGED OUT UNIT. JACKED AIRCRAFT AND PERFORMED RIGGING AND OPERATIONAL CHECKS. AIRCRAFT TAXI CHECKED AND FUNCTIONAL CHECK FLIGHT PERFORMED. TC: 119.									
3010 COMA	929CA 7035	CNDAIR CL6002B19				DUCT 14463102	CRACKED RT WING		3/17/98 COMA9860063
WING ANTI-ICE DUCT WARNING MESSAGE ON EICAS. REPLACED THE RIGHT WING BLEED AIR PICCOLO TUBE.									
3411 COMA	984CA 7171	CNDAIR CL6002B19				PITOT	CONTAMINATED FWD FUSELAGE		3/21/98 COMA9860065
AIRSPEED COMPARATOR WARNING DURING TAKEOFF. PURGED WATER FROM THE PITOT SYSTEM.									
3442 COMA	938CA 7046	CNDAIR CL6002B19				RADAR 6229302003	INOPERATIVE RADAR COMPT	5687 3794	3/17/98 COMA9860064
WEATHER RADAR INOP. REPLACED THE RTA844.									
5210 COMA	949CA 7080	CNDAIR CL6002B19				LINKAGE	OUT OF ADJUST CABIN DOOR		3/23/98 COMA9860066
CABIN DOOR OUTER HANDLE WARNING MESSAGE. ADJUSTED DOOR HANDLE LINKAGE.									
5270 SWIA	403SW 7028	CNDAIR CL6002B19	GE CF343A1			SWITCH	DIRTY CARGO DOOR		3/1/98 SWIA971099
DEPARTING SLC AND OUT OF ABOUT 1500 AGL, THE AMBER CARGO DOOR MESSAGE CAME ON. RETURNED TO SLC. CLEANED AND LUBED THE CARGO DOOR HANDLE MICROSWITCH, OPS CHECKS GOOD.									
5610 COMA	979CA 7159	CNDAIR CL6002B19				WINDSHIELD NP1393212	SHATTERED RT COCKPIT	2684	3/18/98 COMA9860062
CO-PILOTS WINDSHIELD SHATTERED. REPLACED WINDSHIELD.									
8530 TFAA	91237 140	CVAC 24013	PWA R2800*			CYLINDER 327626	CRACKED NR 2 ENG		2/6/98 98ZZZM332
WHILE IN CRUISE, NR 2 ENGINE BEGAN BACKFIRING REPEATEDLY ENGINE SHUT DOWN AND SECURED AND LANDED MDPC WITH NO INCIDENT. FOUND NR 4 CYLINDER CRACKED. REMOVED AND REPLACED WITH SERVICEABLE CYLINDER ASSY. AIRCRAFT RETURNED TO SERVICE. (M)									
2913 MALA	846MA 344	DHAV DHC8102				HYDRAULIC PUMP 570347	FAILED NR 2 HYD SYST		3/21/98 MALA976059
DURING FLIGHT, NR 2 HYDRAULIC SYSTEM FAILED. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED RIGHT ED HYDRAULIC PUMP AND NOSE GEAR ACTUATOR HOSE ASSEMBLY (PN OSC252B4-0124). LEAK CHECKS GOOD.									
3230 MALA	866MA 366	DHAV DHC8102				UPLOCK ACTUATOR 11300103	FAILED RT MLG		3/17/98 MALA976055
EN ROUTE THE LANDING GEAR HANDLE TRANSIT FLICKERED ON AND OFF AS WELL THE RED TRANSIT LIGHT. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT UPLOCK ACTUATOR. PERFORMED GEAR EXTENSION AND RETRACTION ALONG WITH EMERGENCY EXTENSION, SERVICED HYDRAULIC SYSTEMS AND BLEED SYSTEM. OPS AND SECURITY CHECK GOOD.									
3350 QXEA	824PH 157	DHAV DHC8102			GRIMES	POWER SUPPLY 6038441	INOPERATIVE CABIN		3/17/98 QXEA9800329
SEA - FORWARD TWO FLOOR PROXIMITY EMERGENCY LIGHTS INOP. MAINTENANCE REPLACED RIGHT FORWARD POWER SUPPLY (3352-P2), OPERATIONAL TEST IS GOOD.									

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2913 VNAA	459PS 3070	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		PUMP 42086	FAILED LT HYD SYST	35784	3/17/98 VNAA9803019
DURING THE FLIGHT TO PIT, A MAIN HYDRAULIC FAIL WARNING MESSAGE WAS NOTED BY THE CREW. THE FLIGHT CREW DECLARED AN EMERGENCY, AND CONTINUED INTO PIT. THE AIRCRAFT LANDED IN PIT WITHOUT ANY FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REPLACED THE MAIN HYDRAULIC PUMP IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 29-00-00. OPERATION AND LEAK CHECKS WERE COMPLETED, AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
3350 VNAA	422JS 3018	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		BATTERY 321430	DISCHARGED CABIN	42699 876	3/17/98 VNAA9803020
THE EMERGENCY LIGHTS AT ROWS FIVE AND SIX FAILED TO OPERATE, DURING PREFLIGHT INSPECTION. MAINTENANCE INSPECTED AND REPLACED THE EMERGENCY BATTERY AT POSITION 5LK, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 33-51-01. OPERATION CHECKS WERE COMPLIED.									
3350 VNAA	436JS 3052	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		BATTERY 321430	FAILED CABIN	43721 701	3/13/98 VNAA9803017
DURING PRE-TAXI CHECKS, THE CREW NOTED THAT A SECTION OF EMERGENCY PATHWAY LIGHTING WAS INOPERATIVE. MAINTENANCE INSPECTED AND REPLACED THE 5LK EMERGENCY BATTERY, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 33-50-00. OPERATION CHECKS WERE COMPLETED, AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
5610 VNAA	440JS 3058	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		WINDOW 17300010	CRACKED RT FLIGHT DECK	21293	3/22/98 VNAA9803023
THE RIGHT HAND FLIGHT DECK SIDE WINDOW, CRACKED DURING THE FLIGHT INBOUND TO CHS. THE AIRCRAFT DIVERTED TO ROA AND LANDED WITHOUT ANY FURTHER INCIDENTS. OUTSTATION MAINTENANCE INSPECTED AND APPROVED THE AIRCRAFT FOR A FERRY FLIGHT TO CAK. THE FLIGHT WAS COMPLETED WITHOUT ANY PROBLEMS. CAK MAINTENANCE INSPECTED AND REPLACED THE RIGHT HAND SIDE WINDOW IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 56-12-00. OPERATION AND PRESSURIZATION CHECKS WERE COMPLETED.									
6120 VNAA	459PS 3070	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		PCU D11992	FAILED RT PROP	68162	3/21/98 VNAA9803024
THE RIGHT HAND PROPELLER FAILED TO COME OUT OF FEATHER WHEN SELECTED. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND REPLACED THE RIGHT HAND PROPELLER CONTROL UNIT IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 61-21-06. LEAK AND OPERATION CHECKS WERE COMPLETED.									
2565 CALA	59083 47926	DOUG DC1030				SLIDE 5WD230600203	INOPERATIVE R-3 DOOR	89062 38	3/23/98 CALA9800537
INSPECTION FOUND THE R-3 DOOR SLIDE BOTTLE PRESSURE LIGHT ILLUMINATED. THE R-3 DOOR SLIDE WAS REMOVED AND REPLACED AND THE LIGHT TESTED NORMAL.									
2910 CALA	13066 46591	DOUG DC1030				HYD HOSE S7931874L40200	PUNCTURED NR 2 HYD SYST		3/18/98 CALA9800483
THE NR 2 HYDRAULIC SYSTEM QUANTITY WAS LOST WHILE EN ROUTE FROM IAH TO LGW. THE AIRCRAFT LANDED AT LGW WITHOUT INCIDENT. MAINTENANCE FOUND HYDRAULIC LINE FROM 2-3 REVERSIBLE MOTOR PUMP PUNCTURED AND THE FORWARD SHUTOFF VALVE OF 2-3 REVERSIBLE MOTOR PUMP WAS INOPERATIVE. THE SHUTOFF VALVE WAS REMOVED AND REPLACED. THE HYDRAULIC LINE WAS REPLACED USING FLEX HOSE AND A DIP WAS ISSUED TO REPLACE THE HOSE WITHIN 500 FLIGHTS OR 1200 FLIGHT HOURS. IN ADDITION, BOTH THE LT AND RT HYDRAULIC PUMPS WERE REMOVED AND REPLACED.									
3350 NWAA	227NW 46969	DOUG DC1030				WIRE	BROKEN CABIN		3/21/98 9804821227
DURING LINE CHECK, FOUND EMERGENCY LIGHTS INOPERATIVE AT SEAT ROWS 22 TO 30 OUTBOARD SIDE. FOUND BROKEN WIRE AT PASSENGER SEAT 30A. SECURED WIRE, OPERATIONAL CHECK OK.									
5210 CALA	15069 46584	DOUG DC1030				ACTUATOR 21182008	FAILED PAX DOOR		3/18/98 CALA9800486
INSPECTION FOUND PASSENGER DOOR MID LEFT INOPERATIVE. THE ROTARY ACTUATOR WAS REMOVED AND REPLACED AND OPERATION CHECKED GOOD.									

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5230 FDEA	052FE 47806	DOUG DC1010F				FRAME	CRACKED CARGO DOOR		3/18/98 98FDEA00206
LOWER CENTER CARGO DOOR, FWD DOOR FRAME IS CRACKED AT STRIKER PLATE FOR ROLLER BEARING OF DOOR JAMS.									
5313 CALA	14063 47864	DOUG DC1030				LONGERON	CORRODED BS 1521-1541		3/17/98 CALA9800480
INSPECTION FOUND LONGERON 48L CORRODED IN CENTER CARGO AREA AT STA 1521-1541. THE CORRODED AREA WAS CLEANED AND BLENDED OUT. A NEW ANGLE WAS FABRICATED, THE AREA WAS REWORKED, AND REPAIR WAS INSTALLED IAW SRM 51-21-01 AND 51-31-01.									
5313 CALA	14063 47864	DOUG DC1030				STRINGER	CORRODED BS 1581-1601		3/17/98 CALA9800481
INSPECTION FOUND STRINGER 52 CORRODED IN CENTER CARGO AREA AT STA 1581-1601. THE STRINGER WAS REMOVED. A NEW PART WAS INSTALLED IAW SRM 51-21-01.									
5313 CALA	49082 47927	DOUG DC1030				STRINGER	CRACKED BS 1953-1964		3/19/98 CALA9800514
INSPECTION FOUND A 1 INCH CRACK WITH CORROSION ON STRINGER 51L BETWEEN STA 1953 AND 1964 IN AFT CARGO BILGE AREA. CORROSION WAS REMOVED. THE CRACKED AREA WAS REMOVED. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-16-01, FIGURE 7, 51-20-00, AND 51-31-01.									
5315 CALA	14063 47864	DOUG DC1030				FLOORBEAM	BROKEN BS 1293		3/17/98 CALA9800484
INSPECTION FOUND INTERIOR UPPER LOBE CABIN FLOORBEAM BROKEN AT STA 1293, RBL 103. THE FLOORBEAM WAS REPAIRED IAW ECRA 5320-01511 AND ENGINEERING ORDER MF MAN D10-53-896798.									
5315 CALA	14063 47864	DOUG DC1030				FLOORBEAM	BROKEN BS 1275		3/17/98 CALA9800485
INSPECTION FOUND INTERIOR UPPER LOBE CABIN FLOORBEAM BROKEN AT STA 1275, RBL 103. THE FLOORBEAM WAS REPAIRED IAW ECRA 5320-01511 AND ENGINEERING ORDER MF MAN D10-53-896798.									
5315 CALA	49082 47927	DOUG DC1030				FLOORBEAM	TORN BS 1841		3/18/98 CALA9800513
INSPECTION FOUND WEB IN AFT CARGO BILGE AREA TORN AND DISTORTED AT FLOORBEAM, STA 1841, STRINGER 44L. THE DAMAGED AREA OF WEB WAS TRIMMED AND BLENDED OUT. THE AREA WAS REINFORCED WITH DOUBLER IAW SRM 53-00-01, 51-21-01, AND 51-31-01.									
5320 FDEA	052FE 47806	DOUG DC1010F				SILL	CRACKED CARGO DOORWAY		3/19/98 98FDEA00207
DOOR SILL FITTING CRACKED AFT CORNER, CENTER LOWER CARGO DOOR.									
5320 AALA	164AA 46950	DOUG DC1030				PAN	CORRODED BS 1972		1/19/98 AALA980175
TUL - FOUND CORROSION ON LAVATORY WASTE BOX PAN. INSTALLED NEW LAVATORY WASTE PAN PER SRM 51-01-00-5. (M)									
5320 CALA	14063 47864	DOUG DC1030				FLOOR POST	BROKEN BS 1100		3/18/98 CALA9800488
INSPECTION FOUND CABIN FLOOR POST BROKEN IN FORWARD CARGO AREA AT STA 1100. THE AREA WAS TRIMMED AND BLENDED OUT. A REPAIR CHANNEL, ANGLE, AND FILLER WERE FABRICATED AND INSTALLED IAW SRM 51-20-00 AND ENGINEERING ORDER MF MAN D10-53-86801.									
5320 CALA	14063 47864	DOUG DC1030				FLANGE	CORRODED BS 1741		3/17/98 CALA9800478
INSPECTION FOUND LOWER FLANGE IN CENTER CARGO AREA CORRODED AT STA 1741, STRINGER 48. THE CORRODED AREA WAS TRIMMED AND BLENDED OUT. A NEW CHORD WAS FABRICATED IAW SRM 53-15-01, FIGURE. THE AREA WAS REWORKED, REINFORCED WITH SPLICE, AND INSTALLED USING RIVETS IAW SRM 53-30-00, FIGURE 5, 51-21-01, AND 51-31-01.									

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5320 CALA	14063 47864	DOUG DC1030				JAMB	CORRODED CARGO DOOR		3/18/98 CALA9800491
INSPECTION FOUND LOWER AFT CARGO DOOR JAMB CORRODED BETWEEN STA 1921 AND 1942. THE CORRODED AREA WAS REMOVED. REPAIR PARTS WERE FABRICATED AND INSTALLED IAW SRM 51-21-01, 53-50-00, FIGURE 15A, AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				FLANGE	CORRODED BS 1781		3/17/98 CALA9800474
INSPECTION FOUND LOWER FLANGE IN CENTER CARGO AREA CORRODED AT STA 1781, STRINGER 47-48R. THE CORRODED AREA WAS TRIMMED AND BLENDED OUT. A NEW CHORD WAS FABRICATED, THE AREA REWORKED AND REINFORCED WITH SPLICE AND RIVETED IAW SRM 53-15-01, FIGURE 12, 53-30-00, FIGURE 5, 53-21-01, AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				FLANGE	CORRODED BS 1821		3/17/98 CALA9800479
INSPECTION FOUND LOWER FLANGE IN CENTER CARGO AREA CORRODED AT STA 1821, STRINGER 51. THE CORRODED AREA WAS TRIMMED AND BLENDED OUT, REWORKED, AND REINFORCED WITH SHEAR CLIP IAW SRM 53-30-00, FIGURE 9. NEW PARTS WERE FABRICATED AND INSTALLED USING RIVETS IAW SRM 51-21-01 AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				CHORD	CORRODED BS 1761		3/17/98 CALA9800476
INSPECTION FOUND LOWER CHORD IN CENTER CARGO AREA CORRODED AT STA 1761, STRINGER 51 TO 47L. THE CORRODED AREA WAS REMOVED. A NEW PART AND SHEAR CLIP WERE FABRICATED IAW SRM 51-20-00. THE AREA WAS REWORKED, REINFORCED, AND RIVETED IAW 53-30-00, FIGURE 9 AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				CHORD	CORRODED BS 1781		3/17/98 CALA9800475
INSPECTION FOUND LOWER CHORD IN CENTER CARGO AREA CORRODED AT STA 1781, STRINGER 51. THE CORRODED AREA WAS REMOVED AND THE AREA WAS REWORKED. A NEW PART WAS INSTALLED USING RIVETS AND REINFORCED WITH SHEAR CLIP IAW SRM 53-30-00, FIGURE 9, 51-20-00, AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				FLANGE	CORRODED BS 1761		3/17/98 CALA9800477
INSPECTION FOUND LOWER FLANGE IN CENTER CARGO AREA CORRODED AT STA 1761, STRINGER 48. THE CORRODED AREA WAS TRIMMED AND BLENDED OUT. A NEW CHORD WAS FABRICATED IAW SRM 53-15-01, FIGURE 12. THE AREA WAS REWORKED AND REINFORCED WITH A SPLICE AND RIVETED IN PLACE IAW SRM 53-30-00, FIGURE 5, 51-21-01, AND 51-31-01.									
5320 CALA	49082 47927	DOUG DC1030				STIFFENER	CRACKED LT MLG WW		3/18/98 CALA9800512
INSPECTION FOUND A 1 CRACK IN STIFFENER AT LT MLG WHEEL WELL AFT WALL. THE STIFFENER WAS REMOVED AND A NEW STIFFENER WAS FABRICATED AND INSTALLED IAW SRM 53-53-01, 51-20-00, AND 51-31-01.									
5320 CALA	17085 47957	DOUG DC1030				INTERCOSTAL	CRACKED BS 1721		3/20/98 CALA9800515
INSPECTION FOUND A 1 INCH CRACK ON LOWER CAP OF INTERCOSTAL AT CEILING CENTER CARGO, RBL 82, STA 1721 WITH DISTORTION ON CEILING SUPPORT AT RBL 78. A REPAIR WAS ACCOMPLISHED IAW SRM 51-21-01 AND 51-33-01.									
5321 CALA	14063 47864	DOUG DC1030				FLOOR WEB	CRACKED BS 879		3/18/98 CALA9800487
INSPECTION FOUND A 5 INCH CRACK ON FORWARD CARGO LOWER FLANGE OF FLOOR WEB AT STA 879 LBL 50. THE FLANGE WAS TRIMMED AND BLENDED OUT AND THE AREA WAS REWORKED. TWO ANGLES WERE INSTALLED IAW SRM 53-00-01, FIGURE 3, 51-20-00, AND 51-31-01.									
5330 NWAA	225NW 46582	DOUG DC1030				SKIN	CORRODED BS 1501-1531		3/3/98 9804571225
DURING M CHECK, FOUND CORROSION ON BELLY SKIN AT FS 1501-1531, LONGERON 48L-48R. REPAIRED PER EA 12-154586.									

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5350 CALA	14063 47864	DOUG DC1030				MOUNT	CRACKED TAIL CONE		3/18/98 CALA9800489
INSPECTION FOUND TAILCONE UPPER SECTION RT WORK PLATFORM FORWARD MOUNT RIVETS LOOSE AND CRACKED. THE MOUNT WAS REMOVED AND A NEW MOUNT WAS FABRICATED AND INSTALLED IAW SRM 51-20-00, 51-31-01, AND 53-52-01, FIGURE 2.									
5510 CALA	14063 47864	DOUG DC1030				T-PROFILE	CRACKED RT HORIZ STAB		3/18/98 CALA9800490
INSPECTION FOUND SEVERAL 1 CRACKS IN INBOARD AND OUTBOARD ATTACH FLANGES OF RT HORIZONTAL STABILIZER NR 3 LEADING EDGE T-PROFILE. THE STRAP AND T-PROFILE WERE REMOVED. A NEW T-PROFILE WAS FABRICATED AND INSTALLED IAW SRM 51-20-00 AND 51-31-01.									
7200 NWAA	133JC 46752	DOUG DC1040	PWA JT9D20			ENGINE	FAILED NR 1		3/20/98 9804841143
APPROXIMATELY 30 MINUTES AFTER TAKEOFF, THE NR 1 ENGINE OIL CLOG LIGHT ILLUMINATED. THE CREW FOLLOWED COM PROCEDURE AND SHUT DOWN THE ENGINE. FUEL WAS DUMPED AND THE AIRCRAFT RETURNED TO MSP WITHOUT DIFFICULTY. MAINTENANCE INSPECTED THE ENGINE AND THE AIRCRAFT WAS REMOVED FROM SERVICE TO CHANGE THE NR 1 ENGINE.									
7320 NWAA	148US 46757	DOUG DC1040	PWA JT9D20J			COMPRESSOR	STALLED NR 3 ENGINE		3/20/98 9804851148
DURING THE LANDING ROLLOUT WHILE IN REVERSE THRUST AT 85 KTS, THE NR 3 ENGINE COMPRESSOR STALLED. THE EGT ROSE TO 900C BEFORE THE ENGINE WAS SHUT DOWN. MAINTENANCE INSPECTED THE ENGINE WITH NO DEFECTS NOTED. THE REVERSER WAS PLACED ON MEL 78-1A DUE TO LACK OF TIME TO OPERATIONALLY CHECK THE RABS.									
2612 CKSA	781AL 45926	DOUG DC863	PWA JT3D7			FIRE WARNING	ILLUMINATED NR 2 ENGINE		3/21/98 CKSA98202
TEN MINUTES AFTER TAKEOFF, NR 2 ENGINE FIRE WARNING ILLUMINATED, SHUTDOWN ENGINE ACCOMPLISHED CHECKLIST. BOTH BOTTLES EXTINGUISHED. PERFORMED NR 2 ENGINE INSPECTION, NO DEFECTS NOTED AND RAN ENGINE FOR 30 MINUTES, 5 AT MAX POWER. OPS CHECK NORMAL IAW MM 72-0.									
3260 CKSA	812CK 45890	DOUG DC861				WIRE	SHORTED RT MLG DOOR SW		3/23/98 CKSA98203
RT GEAR DOOR UNSAFE LIGHT ON IN CRUISE INTERMITTENTLY. REPAIRED SHORTED WIRE ON GEAR DOOR SWITCH SYSTEM, OPS CHECKS GOOD IAW DC8 MM 32-60-0.									
3260 ABXA	812AX 46126	DOUG DC863F				PROXIMITY BOX 0080004003	DEFECTIVE LT MLG		3/17/98 ABXA9800252
DURING APPROACH LEFT LANDING GEAR INDICATION LIGHT WOULD NOT ILLUMINATE AFTER GEAR RETRACTION. RECYCLED GEAR, LIGHT CAME ON AFTER 10 MINUTES OF FLIGHT. REPLACED LEFT MAIN LANDING GEAR PROXIMITY BOX. ACCOMPLISHED GEAR SWING IAW DC8 MM 32-60-00. OPS CHECKED GOOD.									
3320 ARWA	441J 45988	DOUG DC863F				BALLAST BA170MODA	FAILED CABIN		3/24/98 ARWA980306
SMELL OF ELECTRICAL INSULATION BURNING AFTER LANDING. REMOVED AND REPLACED BALLAST ASSY, OPERATION CHECKED NORMAL IAW MM 33-00-0.									
3350 IPXA	750UP 45950	DOUG DC871F				BATTERY PACK 5708458503	DISCHARGED CABIN		3/22/98 UPS98826165
INSPECTION TYPE-W/E, EMERGENCY EXIT LIGHTS INOP ON WEEKEND CHECK. REPLACED RECHARGEABLE BATTERY PACK ASSY.									
3350 IPXA	874UP 46074	DOUG DC873F				BATT PACK	DISCHARGED CABIN		3/20/98 UPS98826154
EMERGENCY LIGHTS ILLUMINATED DURING TAXI OUT W\SWITCH IN THE ARMED POSITION. REMOVED AND REPLACED BATTERY PACK, EMERG LIGHT CHECK GOOD.									
3350 IPXA	818UP 46108	DOUG DC873F				BATTERY PACK 5708458503	DISCHARGED CABIN		3/23/98 UPS98826167
INSPECTION TYPE-N/A, FOUND EMERGENCY LIGHT SWITCH IN THE ARMED POSITION WITH NO POWER ON A/C. BATT PACK DEPELETED. REMOVED AND REPLACED EMERGENCY BATT PACK PER MM33-50-01 PG 204, OPS CHECK GOOD.									

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3414 RRXA	957R 46137	DOUG DC863F				AIRSPED IND A4144710024	MALFUNCTIONED LT COCKPIT		3/19/98 RRXA98071
CAPTAINS AIRSPEED IND WENT TO ZERO ON CLIMBOUT. AFTER BEING AIRBORNE FOR 15 MINUTES A/S INDICATOR CAME UP TO 300 KTS AND REMAINED THERE. DISCONNECTED ALL PITOT LINES FROM CAPT'S AIRSPEED IND, WATER TRAP, AND PITOT TUBE. BLEW OUT PITOT LINES W/NITROGEN, REPLACED CAPT'S AIRSPEED IND, PITOT DRAIN AND PITOT TUBE. PERFORMED PITOT/STATIC CHECK. OPS AND LEAKS CHECKS GOOD, NO LEAKS NOTED IAW DC-8 MM CHAPT 34. ALL TAPE REMOVED.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 620		2/28/98 CKSA98139
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME RADIUS AT FS 620, 5 AND 12 ABOVE UPPER CUSP AREA. REMOVED CUSP FITTING AT STA 620 LT, INSPECTED FITTING FOR DAMAGE. NICK ON FITTING WAS FOUND TO BE WITHIN LIMITS IAW DC8 SRM 53-2-0. REMOVED EXISTING FASTENER TO BE USED IN FRAME REPAIR. FABRICATED, DRILLED, DEBURRED AND TREATED FRAME REPAIR ANGLE AND SHIMS AS REQUIRED. INSTALLED ANGLE REPAIR AND SHIMS IAW COTNEY ENGINEERING SKETCH NR D93-R69 AND DC8 SRM 51-1-8, 51-1-20D, 51-1-21. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04904 TASK NR Y1393.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1480		2/28/98 CKSA98160
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1480, 5 ABOVE UPPER CUSP AREA AND ON LT FRAME RADIUS FROM 9 TO 44 ABOVE UPPER CUSP AREA. DEEP GOUGE ON LT FRAME AT FS 1480, 5 ABOVE UPPER CUSP AREA. ROUTED OUT DAMAGED AREA, DID DYE PENETRANT TEST. REMOVED FASTENERS AS NEEDED, FAB REPAIR ANGLE, SHIMS AND FILLERS DRILLED AND DEBURRED. REPAIR PARTS HEAT TREATED A, B AND C ANGLES IAW DC8 SRM 51-1-1 ON LT FRAME AT FS 1480 FROM 5 TO 44 ABOVE UPPER CUSP AREA IAW COTNEY DRAWINGS D93-R41 TREATED, PRIMED, SEALED AND INSTALLED PARTS -1 -2 AND -3 IAW COTNEY DRAWING D93-R41. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04958 AND 04959 TASK NR Y1416.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 834		2/28/98 CKSA98140
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED ON LT FRAME RADIUS AT FS 834, 5 ABOVE UPPER CUSP AREA. PLUGGED MISDRILLED HOLES, FABRICATED DOUBLER AND SHIM IAW COTNEY DWG NR D93-R68. REMOVED AND REPLACED GUSSET IAW COTNEY DWG NR D93-R65, TREATED AND PRIMED IAW DC8 SRM 51-1-8, INSTALLED DOUBLER AND SHIM IAW DC8 SRM 51-1-21 HEAT TREAT IAW 51-1-1. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04936 TASK NR Y1394.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1520		2/28/98 CKSA98162
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED IN LT FRAME RADIUS AT FS 1520, 5 ABOVE UPPER CUSP AREA. INSTALLED RIVET IN MISDRILLED HOLE IN RADIUS IAW DC8 SRM 51-1-21, FABRICATED DOUBLER AND SHIM IAW COTNEY DRAWING NR D93-R51, PRIME AND TREATED IAW DC8 SRM 51-1-8 AND INSTALLED DOUBLER AND SHIM IAW DC8 SRM 51-1-20D AND COTNEY DWG D93-R51. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04962 TASK NR Y1419.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1580		2/28/98 CKSA98130
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1580, 8 ABOVE UPPER CUSP AREA. PLUGGED MISDRILLED HOLES, FABRICATED DOUBLER IAW COTNEY DWG NR D93-R61, TREATED AND PRIMED IAW DC8 SRM 51-1-8, INSTALLED DOUBLER IAW DC8 SRM 51-1-21. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04894 TASK NR Y1315.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1460		2/28/98 CKSA98159
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1460, 5 ABOVE UPPER CUSP AREA. FAB 2 REPAIRS IAW COTNEY DWG NBR D93-R33. HEAT TREATED AND AGED REPAIR ANGLES, INSTALLED REPAIRS IAW DC8 SRM 51-1-1, 51-1-8, 51-1-21, 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04957 TASK NR Y1415.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 360		2/28/98 CKSA98137
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME RADIUS AT FS 360, 5 AND 10 ABOVE UPPER CUSP AREA. INSTALLED RIVETS IN MISDRILLED HOLES IN RADIUS IAW DC8 SRM 51-1-21, FABRICATED DOUBLER AND SHIM IAW COTNEY DWG NR D93-R08, TREATED AND PRIMED IAW DC8 SRM 51-1-8 AND INSTALLED DOUBLER IAW DC8 SRM 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04901 TASK NR Y1390.									

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5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 600		2/28/98 CKSA98138
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 600, 5 ABOVE UPPER CUSP AREA. PLUGGED SEVERAL HOLES DRILLED INTO LT FRAME AT FS 600 5 ABOVE UPPER CUSP AREA IAW DC8 SRM 51-1-21. FABRICATED ANGLE AND SHIM IAW COTNEY DWG D99-R16 HEAT TREAT AND AGED IAW DC8 SRM 51-1-1. DEBURRED DRILLED HOLES. TREATED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED ANGLE AND SHIM ON LT FRAME AT FS 600, 5 ABOVE UPPER CUSP AREA IAW DC8 SRM 51-1-21, 51-1-20D AND COTNEY DWG NR D93-R16. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04903 TASK NR Y1392.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 340		2/28/98 CKSA98136
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 340, 5 ABOVE UPPER CUSP AREA. INSTALLED RIVETS IN MISDRILLED HOLES IN RADIUS IAW DC8 SRM 51-1-21, FABRICATED DOUBLER AND SHIM IAW COTNEY DWG NR D93-R11, TREATED AND PRIMED IAW DC8 SRM 51-1-8 AND INSTALLED DOUBLER AND SHIM IAW DC8 SRM 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04900 TASK NR Y1389.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 580		2/28/98 CKSA98165
DURING ROUTINE CPCP INSPECTION, FOUND HOLE DRILLED INTO LT FRAME RADIUS AT FS 580, 12 ABOVE UPPER CUSP AREA. PLUGGED MISDRILLED HOLES FABRICATED SHIM AND REPAIR STRAP, FITTED, DRILLED AND DEBURRED STRAPS, SHIM AND FRAME. TREATED AND PRIMED BARE METAL, SEALED AND INSTALLED REPAIR ON LT FRAME AT FS 580 12 ABOVE UPPER CUSP AREA IAW COTNEY DRAWING NR D93-R06. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04979 TASK NR Y1438.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1500		2/28/98 CKSA98161
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1500 5 ABOVE UPPER CUSP AREA. REMOVED DAMAGED AREA OF FRAME OF LT FRAME FS 1500 5 ABOVE UPPER CUSP. FAB REPAIR STRAP AND SHIM, FITTED, DRILLED, AND DEBURRED FRAME, SHIM AND STRAP IAW COTNEY DWG NR D93-R70. TREATED, PRIMED, SEALED AND INSTALLED REPAIR STRAP AND SHIM ON LT FRAME AT FS 1500 5 ABOVE CUSP IAW COTNEY DWG NR D93-R70. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04961 TASK NR Y1418.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1200		2/28/98 CKSA98149
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME RADIUS AT FS 1200, 5 AND 10 ABOVE UPPER CUSP AREA. REMOVED CLIP, GUSSET AND INTERCOSTAL FOR ACCESS FAB. REPAIR ANGLE, DRILLED AND DEBURRED ANGLE AND FRAME. HEAT TREATED ANGLE IAW DC8 SRM 51-1-1, PLUGGED MISDRILLED HOLES. FAB NEW CLIP AND GUSSET DRILLED AND DEBURRED TREATED AND PRIMED NEW PARTS. SEALED AND INSTALLED REPAIR ANGLE, CLIP, GUSSET AND INTERCOSTAL FOR FRAME REPAIR AT FS 1200 LT 5 AND 10 ABOVE CUSP AREA IAW COTNEY DRAWING D93-R50. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04947 TASK NR Y1405.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1440		2/28/98 CKSA98158
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1440, 5 ABOVE UPPER CUSP AREA. FABRICATED REPAIR PARTS FOR STA 1440 LT SIDE, 5 ABOVE CUSP AREA. DRILLED UP PARTS. TREATED AND PRIMED PARTS, INSTALLED -3 SHIM -2 ANGLE -4 SHIM -1 ANGLE -5 GUSSET IAW COTNEY DRAWING D93-R22 AND DC8 SRM 51-1-20D AND 51-1-8. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04956 TASK NR Y1414.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1420		2/28/98 CKSA98157
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1420, 5 ABOVE UPPER CUSP AREA AND LT FRAME RADIUS AT 31 AND 40 ABOVE UPPER CUSP AREA. FABRICATED 2 REPAIR FROM 7075.0 HEAT TREATED TO 7075-T6 .071 DRILL TO FIT FRAME 2 SHIM. INSTALLED DOUBLER IAW COTNEY D93-R35 - EXISTING HOLE WAS PLUGGED WITH MS20470E6-5 AT STA 1420 31 41 FROM FLOOR IAW COTNEY D93-R35 AND DC8 SRM 51-1-21 AND 51-1-8. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04955 TASK NR Y1413.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1380		2/28/98 CKSA98156
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1380, 5 ABOVE UPPER CUSP AREA. FABRICATED, DRILLED, HEAT-TREATED, TREATED AND PRIMED AND INSTALLED FILLER AND SHIM ON LT FRAME AT FS 1380 IAW COTNEY DRAWING D93-R40 AND DC8 SRM 51-1-8 AND 51-1-21. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04954 TASK NR Y1412.									

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5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1360	2/28/98	CKSA98155
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1360, 5 ABOVE UPPER CUSP AREA. FABRICATED REPAIRS DRILLED TO FIT FRAME AT STA 1360 2 REPAIRS. PRIMED AND TREATED. INSTALLED REPAIR IAW COTNEY DRAWING D93-R34, DC8 SRM 51-1-1 AND 51-1-8. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04953 TASK NR Y1411.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1340	2/28/98	CKSA98154
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1340, 5 ABOVE UPPER CUSP AREA. FAB PARTS FOR LT FRAME AT FS 1340 UPPER CUSP AREA IAW COTNEY DWG D93-R39 AND IAW DC8 SRM 53-2-0. TREATED AND PRIMED IAW DC8 SRM 51-1-8. PLUGGED MISDRILLED HOLES AND INSTALLED PARTS PER COTNEY DWG D93-R39 AND DC8 SRM 51-1-20 AND 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04952 TASK NR Y1410.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1320	2/28/98	CKSA98153
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED IN LT FRAME AT FS 1320, 5 ABOVE UPPER CUSP AREA AND AT LT FRAME RADIUS, 22 ABOVE UPPER CUSP AREA. REPAIRED SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1320 5 ABOVE CUSP AND LT FRAME RADIUS 22 ABOVE CUSP PER COTNEY DWG NR D93-R01. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04951 TASK NR Y1409.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1260	2/28/98	CKSA98152
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1260, 5 ABOVE UPPER CUSP AREA. FABRICATED AND FORMED AND DRILLED AND HEAT TREATED IAW DC8 SRM PER COTNEY DWG NR D93-R38 AND DC8 SRM 51-1-1. TREATED AND PRIMED AND INSTALLED WITH HI LOC IAW DC8 SRM 51-1-8 AND 51-1-20D LT FRAME AT FS 1260, 5 ABOVE UPPER CUSP AREA. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04950 TASK NR Y1408.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 879	2/28/98	CKSA98141
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED ON LT FRAME RADIUS AT FS 879, 5 ABOVE UPPER CUSP AREA AND GOUGE ON LT FRAME, 5 ABOVE UPPER CUSP AREA. REMOVED INTERCOSTAL AT STA 879 AND AFT ATTACH ANGLE. FORMED -1 AND -2 REPAIR ANGLES IAW DC8 SRM 51-1-1, HEAT TREATED AND AGE HARDENED REPAIR ANGLES IAW DC8 SRM 51-1-1; LOCATED AND DRILLED -1 AND -2 REPAIR ANGLES IAW DC8 SRM 51-1-20D AND DWG NR D93-R20. INSTALLED REPAIR ANGLES (-1 AND -2). REINSTALLED INTERCOSTAL PREVIOUSLY REMOVED AND NEW ATTACH ANGLE IAW DC8 SRM 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04937 TASK NR Y1395.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1220	2/28/98	CKSA98150
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME RADIUS AT FS 1220, 5 ABOVE UPPER CUSP AREA. FABRICATED STRAP FOR HOLES IN FRAME AT STA 1220 IAW COTNEY DWG D93-R44. TREATED AND PRIMED IAW 51-1-8, INSTALLED STRAP IAW COTNEY DWG D93-R44. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04948 TASK NR Y1406.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 480	2/28/98	CKSA98164
DURING ROUTINE CPCP INSPECTION, FOUND HOLE DRILLED INTO LT FRAME RADIUS AT FS 480, 20 ABOVE UPPER CUSP AREA AND GOUGE AT 12 ABOVE UPPER CUSP AREA. FABRICATED REPAIR ANGLE AND SHIMS, LOCATED, DRILLED ATTACHMENTS LOCATIONS IAW COTNEY DWG NR D93-R12. HEAT TREATED AND AGED REPAIR PART IAW DC8 SRM 51-1-1. TREATED AND PRIMED PARTS IAW DC8 SRM 51-1-8. INSTALLED REPAIR IAW COTNEY DWG NR D93-R12. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04964 TASK NR Y1421.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1180	2/28/98	CKSA98148
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME RADIUS AT FS 1180, 5, 22, 30 AND 40 ABOVE UPPER CUSP AREA. FAB REPAIR FOR LT FRAME AT STA 1180, 30 TO 40 ABOVE LOWER REPAIR IAW COTNEY DWG NR D93-R43. INSTALLED REPAIR IAW DWG NR D93-R43. FAB LOWER REPAIR FOR STA 1180 FROM 5, 22. PLUGGED ALL MISDRILLED HOLES IAW COTNEY DWG NR D93-R43. INSTALLED REPAIR IAW COTNEY DWG NR D93-R43. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04946 TASK NR Y1404.									

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5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1160	2/28/98	CKSA98147
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED ON LT FRAME RADIUS AT FS 1160, 5 ABOVE UPPER CUSP AREA. FAB AND INSTALLED TWO REPAIRS IAW COTNEY DWG NR D93-R49 AND 51-1-8 AND 51-1-20D WHERE SEVERAL HOLES WERE DRILLED IN FRAME AT FS 1160 LT, 5 ABOVE UPPER CUSP. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04945 TASK NR Y1403.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1140	2/28/98	CKSA98146
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1140, 5 ABOVE UPPER CUSP AREA. FORMED (-1) REPAIR ANGLE AND AGED HARDENED PART IAW DC8 SRM 51-1-1 AND COTNEY DWG NR D93-R65. ROUTED OUT DAMAGED SECTION OF FRAME AT FS 1140 LT IAW COTNEY DWG NR D93-R65. INSTALLED REPAIR ANGLE AT FS 1140 LT IAW DC8 SRM 51-1-20D AND COTNEY DWG NR D93-R65. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04944 TASK NR Y1402.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1020	2/28/98	CKSA98145
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1020, 5 ABOVE UPPER CUSP AREA AND GOUGE ON LT FRAME, 5 ABOVE UPPER CUSP AREA. FAB ANGLE, HEAT TREAT AND AGE ANGLE IAW DC8 SRM 51-1-1. DRILLED ANGLE IAW COTNEY DRAWING D93-R66 TREAT AND PRIMED. INSTALLED REPAIR IAW COTNEY DRAWING D93-R66. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04943 TASK NR Y1401.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1000	2/28/98	CKSA98144
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME RADIUS AT FS 1000, 5 ABOVE UPPER CUSP AREA. FAB REPAIR FROM 7075 .071 FORMED AND HEAT TREATED TO 7075.T6 IAW COTNEY D93-R42 TREAT AND PRIMED IAW COTNEY DWG NR D93-R42. INSTALLED REPAIR IAW COTNEY DWG NR D93-R42, DC8 SRM 51-1-21 AND 51-1-8. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04941 TASK NR Y1399.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 980	2/28/98	CKSA98143
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 980, 5 ABOVE UPPER CUSP AREA. PLUGGED HOLES AND SMOOTHED CORNERS IAW COTNEY DWG NR D93-R67. FABRICATED REPAIR ANGLE AND DRILLED HOLES IAW COTNEY DWG NR D93-R67. TREATED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED REPAIR ANGLE AT STA 980 LT IAW COTNEY DWG NR D93-R67 AND DC8 SRM 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04940 TASK NR Y1398.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1540	2/28/98	CKSA98163
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME RADIUS AT FS 1540, 5 ABOVE UPPER CUSP AREA. FABRICATED AND INSTALLED NEW ANGLE FOR FRAME REPAIR AT FS 1540 LT, 5 ABOVE UPPER CUSP AREA PER COTNEY DRAWING D93-R72. FABRICATED, HEAT AND AGED. TREATED AND PRIMED REPAIR PART IAW COTNEY DWG NR D93-R72, DC8 SRM 51-1-1 AND 51-1-8. INSTALLED REPAIR IAW COTNEY DWG NR D93-R72. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04963 TASK NR Y1420.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 940	2/28/98	CKSA98142
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME RADIUS AT FS 940, 5 AND 10 ABOVE UPPER CUSP AREA. FAB REPAIR IAW COTNEY DRAWING NR D93-R48 AND INSTALLED IAW DC8 SRM 51-1-20D AND 51-1-21. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04938 TASK NR Y1396.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1240	2/28/98	CKSA98151
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1240, 5 ABOVE UPPER CUSP AREA. CUT AND FITTED STRAP FOR REPAIR OF EXTRA HOLES ON LT FRAME AT FS 1240 5 ABOVE UPPER CUSP AREA. DRILLED FRAME AND STRAP FOR REPAIR DEBURRED HOLES, PLUGGED EXTRA HOLES, TREATED, PRIMED, SEALED, AND INSTALLED STRAP IAW COTNEY DWG D93-R37. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04949 TASK NR Y1407.									

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5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1360	2/28/98	CKSA98121
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1360, 5.5 ABOVE UPPER CUSP AREA. FABRICATED REPAIR ANGLE AND SHIMS DRILLED AND DEBURRED FRAME AND PARTS AND TRIMMED OUT DAMAGE IAW COTNEY DWG NR D93-R58. HEAT TREATED REPAIR ANGLE IAW DC8 SRM 51-1-1. TREATED, PRIMED, SEALED AND INSTALLED REPAIR ON FRAME AT FS 1360 RT 5.5 ABOVE UPPER CUSP AREA IAW COTNEY DWG NR D93-R58 AND 51-1-21 AND 51-1-20D. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04885 TASK NR Y1306.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	CORRODED BS 880	2/28/98	CKSA98109
DURING ROUTINE CPCP INSPECTION, FOUND PREVIOUS CORROSION BLEND ON RT FRAME AT FS 880 STILL SHOWS CORROSION. CORROSION BEYOND LIMITS. REMOVED AND REPLACED FRAME SEGMENT IAW DC8 SRM 53-3-0, 51-3-0 AND 51-1-20D. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04795 TASK NR Y1254.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1060	2/28/98	CKSA98110
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1060 AT UPPER CUSP AREA. FABRICATED ANGLE AND SHIM IAW D93-R07 LT SIDE FRAME FS 1060 LT SIDE. INSTALLED ANGLE AND SHIM, FABRICATED FOR LT SIDE FRAME STA 1060 IAW COTNEY DWG D93-R07. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04826 TASK NR Y1278.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1580	2/28/98	CKSA98111
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 1580 AT UPPER CUSP AREA. PLUGGED MISDRILLED HOLES ON FS 1580 LT AT APPROX CUSP AREA. FABRICATED REPAIR DOUBLER IAW COTNEY DWG NR D93-R13. HEAT TREATED IAW DC8 SRM 51-1-1. TREATED AND PRIMED DOUBLER AND FILLER IAW DC8 SRM 51-1-8. INSTALLED FILLER AND DOUBLER IAW COTNEY DWG NR D93-R13 AND DC8 SRM 51-1-21 AND 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04833 TASK NR Y1283.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 500	2/28/98	CKSA98112
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 500, 5.5 ABOVE UPPER CUSP AREA. FAB AND INSTALLED REPAIR IAW COTNEY DWG NR D93-R10, FABRICATED REPAIR ANGLE, LOCATED, ADDED FAST ATTACHMENTS, PICK-UP EXISTING ATTACHMENTS. TREATED AND PRIMED REPAIR ANGLE AND FRAME AFFECTED AREA. INSTALLED REPAIR IAW COTNEY DWG NR D93-R10. CORROSION TASK CARD NR 573R-0551. NON-ROUTINE NR 04875 TASK NR Y1296.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 540	2/28/98	CKSA98113
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 540, 5.5 ABOVE UPPER CUSP AREA. PLUGGED HOLES, FAB AND DRILLED ANGLE DOUBLER AND SHIM IAW COTNEY SKETCH NR D93-R14 AT FS 540 RT 5.5 ABOVE UPPER CUSP. TREATED, PRIMED AND INSTALLED IAW COTNEY SKETCH NR D93-R14. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04876 TASK NR Y1297.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 940	2/28/98	CKSA98114
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 940, 5.5 ABOVE UPPER CUSP AREA. FABRICATED AND FORMED REPAIR ANGLES FOR REPAIR AT FS 940 RT 5.5 ABOVE UPPER CUSP AND HEAT TREATED IAW DC8 SRM 51-1-1 AND COTNEY DWG NR D93-R36. FAB 2 NEW GUSSETTS AND ANGLE, OUTER STRAP AND SHIMS. DRILLED AND DEBURRED FRAME AND PARTS, PLUGGED BAD HOLES AND SMOOTHED OUT DAMAGED AREA IAW COTNEY DWG NR D93-R36. TREATED, PRIMED, SEALED AND INSTALLED REPAIRS AT FS 940 LT 5.5 ABOVE UPPER CUSP AREA IAW COTNEY DWG NR D93-R36. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04878 TASK NR Y1299.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 960	2/28/98	CKSA98115
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 960, 5.5 ABOVE UPPER CUSP AREA. FABRICATED ANGLES OUT OF 7075.0 .071 MATERIAL, HEAT TREATED, AGED, TREATED, PRIMED, DRILLED UP ANGLES, SEALED AND INSTALLED WITH HI-LOK'S IAW COTNEY SKETCH DWG NR D93-R52 RT FRAME AT FS 960. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04879 TASK NR Y1300.									

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5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 980		2/28/98 CKSA98116
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 980 5.5 ABOVE UPPER CUSP AREA. FABRICATED, DRILLED HOLES, PLUGGED HOLES, TREATED AND PRIMED AND INSTALLED DOUBLER IAW COTNEY DWG D93-R47. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04880 TASK NR Y1301.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1000		2/28/98 CKSA98117
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1000, 5.5 ABOVE UPPER CUSP AREA. FABRICATED REPAIR IAW COTNEY D93-R46 FROM 7075.0 HEAT TREATED 7075-T6 .071. TREATED AND PRIMED REPAIR. INSTALLED SAME INSTALLED INTERCOSTAL SHIM WITH CLIPS AT STA 1000, R5.5 ABOVE UPPER CUSP IAW COTNEY D93-R46, DC8 SRM 51-1-1, 51-1-21 AND 51-1-20D. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04881 TASK NR Y1302.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1020		2/28/98 CKSA98118
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1020, 5.5 ABOVE UPPER CUSP AREA. FABRICATED REPAIR SHIM AND ANGLE AS REQUIRED BY COTNEY D93-R54 AT FS 1020. HEAT TREATED TO 7075.T6 FROM 7075.0 AGED, PRIMED AND INSTALLED IAW COTNEY D93-R54. FORMED AND HEATED PARTS IAW DC8 SRM 51-1-1, TREATED AND PRIMED IAW DC8 SRM 51-1-8 AND INSTALLED FASTENERS IAW DC8 SRM 51-1-21 AND 51-1-20D. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE 04882 TASK NR Y1303.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1140		2/28/98 CKSA98119
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1140, 5.5 ABOVE UPPER CUSP AREA. PLUGGED SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1140, 5.5 ABOVE UPPER CUSP AREA. FABRICATED, LOCATED, DRILLED, ADDED FASTENERS AS REQUIRED, DEBURRED, AND TREATED REPAIR ANGLE AND SHIMS. INSTALLED REPAIR ANGLE AND SHIMS IAW DC8 SRM 51-1-8, 51-1-20D, 51-1-21 AND COTNEY ENGINEERING SKETCH NR D93-R55. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04883 TASK NR Y1304.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1160		2/28/98 CKSA98120
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1160, 5.5 ABOVE UPPER CUSP AREA. FABRICATED PARTS, HEAT TREATED, AGED, FORMED, TREATED AND PRIMED AND INSTALLED PARTS IAW COTNEY DWG NR D93-R57. FORMED AND HEAT TREATED PARTS IAW DC8 SRM 51-1-1. TREATED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED FASTENERS IAW DC8 SRM 51-1-21, 51-1-20D. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04884 TASK NR Y1305.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	CORRODED BS 1040		2/28/98 CKSA98107
DURING ROUTINE CPCP INSPECTION, FOUND CORROSION AND GOUGE ON LT FRAME AT FS 1040 AT UPPER CUSP AREA. REMOVED CORROSION IAW DC8 SRM 53-20-0 FIG 1F. REMOVAL IS WITHIN (.002) LIMITS IAW DC8 SRM 53-2-0 FIG 1F. TREATED AND PRIMED IAW DC8 SRM 51-1-8 AND FABRICATED DOUBLER IAW COTNEY DWG NR D93-R05, INSTALLED DOUBLER IAW DC8 SRM 51-1-20D. CORROSION TASK CARD NR 573L-0551. NON-ROUTINE NR 04825 TASK NR X0061.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1380		2/28/98 CKSA98122
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1380, 5.5 ABOVE UPPER CUSP AREA. FABRICATED REPAIR ANGLE AND FILLER DOUBLER. ALODINED AND PRIMED. INSTALLED ANGLE AND FILLER IAW COTNEY DWG D93-R59 ON FRAME AT FS 1380 RT, 5.5 ABOVE CUSP. FORMED AND HEAT TREATED IAW DC8 SRM 51-1-1. TREATED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED FASTENERS IAW DC8 SRM 51-1-21 AND 51-1-20D. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04886 TASK NR Y1307.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1400		2/28/98 CKSA98123
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1400, 5.5 ABOVE UPPER CUSP AREA. FABRICATED REPAIR ANGLE AND FILLER, TREATED AND PRIMED. INSTALLED ANGLE AND FILLER IAW COTNEY DWG NR D93-R60 ON FRAME AT FS 1400 R 5.5 ABOVE CUSP. HEAT TREATED PART IAW DC8 SRM 51-1-8, TREATED AND PAINTED IAW DC8 SRM 51-1-8, INSTALLED FASTENERS IAW DC8 SRM 51-1-21 AND 51-1-20D. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04887 TASK NR Y1308.									

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5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 520	2/28/98	CKSA98132
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 520, 5 ABOVE UPPER CUSP AREA AND ON RADIUS AT 12 ABOVE UPPER CUSP AREA. FABRICATED REPAIR ANGLE AND SHIMS, DRILLED, ALODINED, PRIMED, SEALED AND INSTALLED REPAIR ON LT FRAME FS 520 IAW COTNEY DWG NR D93-R18, DC8 SRM 51-1-21, 51-1-8, 51-1-16. PLUGGED 2 HOLES 5 ABOVE CUSP IAW COTNEY DWG NR D93-R18, DC8 SRM 51-1-21. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04896 TASK NR Y1385.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1420	2/28/98	CKSA98124
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1420, 5.5 ABOVE UPPER CUSP AREA. PLUGGED 2 HOLES IN FRAME AT FS 1420, FABRICATED ANGLE REPAIR AND NECESSARY SHIMS, LOCATED REPAIR ANGLE AND SHIMS, PICKED UP EXISTING HOLES AND ADDED AS REQUIRED, DEBURRED, TREATED AND PRIMED REPAIR ANGLE, SHIMS, AND FRAME AS REQUIRED. INSTALLED REPAIR IAW DC8 SRM 51-1-8, 51-1-20D AND COTNEY ENGINEERING SKETCH NR D93-R45. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04888 TASK NR Y1309.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 540	2/28/98	CKSA98133
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME RADIUS AT FS 540, 5, 12 AND 20 ABOVE UPPER CUSP AREA. REMOVED EXISTING FASTENERS TO BE USED IN REPAIR. PLUGGED 4 MISDRILLED HOLES. FABRICATED REPAIR ANGLE AND SHIMS AS REQUIRED. LOCATED REPAIR ANGLE AND SHIMS AND DRILLED, DEBURRED, TREATED AND PRIMED REPAIR ANGLE AND SHIMS. INSTALLED REPAIR ANGLE AND SHIMS IAW COTNEY ENGINEERING SKETCH NR D93-R03, DC8 SRM 51-1-8, 51-1-20D, 51-1-21. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04897 TASK NR Y1386.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 560	2/28/98	CKSA98134
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED ON LT FRAME AT FS 560, 5 ABOVE UPPER CUSP AREA AND ON RADIUS OF LT FRAME, 20 ABOVE UPPER CUSP AREA. FORMED AND HEAT TREATED PARTS ANGLE -1 IAW DC8 SRM 51-1-1 AND DWG D93-R04. FABRICATED SHIMS AND STRAP INSTALLED PLUG RIVETS IAW COTNEY DWG D93-R04. TREATED AND PRIMED PARTS FOR REPAIR IAW DC8 SRM 51-1-8. INSTALLED REPAIR IAW DWG D93-R04 AND DC8 SRM 51-1-21. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04898 TASK NR Y1387.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 320	2/28/98	CKSA98135
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME RADIUS AT FS 320, 4, 8 AND 12 ABOVE UPPER CUSP AREA. FABRICATED REPAIR PARTS FOR HOLES IN FRAME AT STA 320 IAW COTNEY DWG NR D93-R19. TREATED AND PRIMED PARTS IAW DC8 SRM 51-1-8, INSTALLED PARTS IAW COTNEY DWG NR D93-R19. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04899 TASK NR Y1388.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1440	2/28/98	CKSA98125
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1440, 5.5 ABOVE UPPER CUSP AREA. TRIMMED OUT MISDRILLED HOLES, FABRICATED DOUBLERS AND SHIMS IAW COTNEY DWG NBR D93-R71. TREATED AND PRIMED IAW DC8 SRM 51-1-8, INSTALLED DOUBLER AND SHIMS IAW DC8 SRM 51-1-21. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04889 TASK NR Y1310.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1480	2/28/98	CKSA98126
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT RADIUS AT FS 1480, 6, 12, 28, 36 AND 45 ABOVE UPPER CUSP AREA. FABRICATED AND INSTALLED REPAIRS TO FS 1480 RT FRAME IAW COTNEY DWG D93-R63, DC8 SRM 51-1-21, 51-1-20D, 51-1-8, 51-1-16, 51-1-1. HEAT TREATED AND AGED REPAIR ANGLES. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04890 TASK NR Y1311.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1500	2/28/98	CKSA98127
DURING ROUTINE CPCP INSPECTION, FOUND HOLES DRILLED ON RADIUS OF RT FRAME AT FS 1500, 20 AND 28 ABOVE UPPER CUSP AREA AND GOUGES ON RT FRAME AT 5, 12 AND 20 ABOVE UPPER CUSP AREA. FABRICATED PARTS FOR HOLES DRILLED ON RADIUS OF RT FRAME AT FS 1500 IAW COTNEY DWG NBR D93-R53. TREATED AND PRIMED PARTS IAW DC8 SRM 51-1-8. INSTALLED PARTS IAW COTNEY DWG NR D93-R53. GOUGE BURNISHED SMOOTH IAW COTNEY DWG NR D93-R53. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04891 TASK NR Y1312.									

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5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1520		2/28/98 CKSA98128
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1520, 5 ABOVE UPPER CUSP AREA. BLENDED OUT SHARP EDGES, TRIMMED DAMAGED HOLE FABRICATED DOUBLER AND SHIMS IAW COTNEY DWG D93-R64. TREATED AND PRIMED IAW DC8 SRM 51-1-8 AND INSTALLED REPAIR IAW COTNEY DWG D93-R64. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04892 TASK NR Y1313.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 1560		2/28/98 CKSA98129
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO RT FRAME AT FS 1560, 5, 8 AND 13 ABOVE UPPER CUSP AREA. RT FRAME REPAIRED AT FS 1560, 5, 8 AND 13 ABOVE UPPER CUSP AREA IAW COTNEY DWG NR D93-R62, DC8 SRM 51-1-20D, 51-9-0, 51-1-21 PG 9. CORROSION TASK CARD NUMBER 573R-0551. NON-ROUTINE NR 04893 TASK NR Y1314.									
5311 CKSA	870BX 46036	DOUG DC863F				FRAME	MISDRILLED BS 500		2/28/98 CKSA98131
DURING ROUTINE CPCP INSPECTION, FOUND SEVERAL HOLES DRILLED INTO LT FRAME AT FS 500, 5 FROM UPPER CUSP AND 12 AND 20 ON RADIUS FROM UPPER CUSP AREA. REMOVED FASTENERS NECESSARY TO INSTALL REPAIR ON LT FRAME STA 500 AT CUSP. FABRICATED ANGLE REPAIR, PICKED UP EXISTING FASTENERS AND ADDED FASTENERS AS REQUIRED. TRIMMED, DEBURRED, TREATED AND PRIMED ANGLE. INSTALLED FILLER AND REPAIR ANGLE IAW COTNEY DWG NR D93-R17 AND DC8 SRM 51-1-8, 51-1-21, 51-1-20D. CORROSION TASK CARD NUMBER 573L-0551. NON-ROUTINE NR 04895 TASK NR Y1384.									
5311 ABXA	815AX 46097	DOUG DC863F		DOUG		FRAME 5751784	BROKEN BS 1400		3/16/98 ABXA9800236
STA 1400 MAIN FRAME ABOVE LONGERON 35R HAS BOTTOM LEG BROKEN OUT. REPAIRED IAW REA D853-21958MR.									
5311 IPXA	707UP 45907	DOUG DC871F				FRAME 57546711	CORRODED BS 260		2/27/98 UPS98826162
INSPECTION TYP-C, STA 260 BTWN LONGERON 34R 33L, THE FWD FACE OF THE FRAME IS CORRODED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FRAME AND ASSOCIATED PARTS IAW DWG 5754671 AND SRM 53-4-1.									
5313 CKSA	870BX 46036	DOUG DC863F				STRINGER	CORRODED BS 1100		2/28/98 CKSA98106
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION. CORROSION ON STRINGER FS 1100 ON TOP AT LONG 36. CORROSION REMOVAL OUT OF LIMITS IAW DC8 SRM 53-2-0, FIG 1F. FAB REPAIR AND INSTALLED ON FRAME STA 1100 IAW DC8 SRM 53-2-0 PAGE 5/6 FIG 2. FAB REPAIR AND INSTALLED BELT FRAME AT STA 1100 IAW COTNEY DRAWING D93-R21.									
5315 IPXA	813UP 46059	DOUG DC873F				FLOORBEAM	CORRODED BS 320		3/11/98 UPS98826157
INSPECTION TYPE-C, STA 320 AT RBL 50 THE LOWER CHANNEL OF THE FLOORBEAM IS CORRODED BEYOND LIMITS. REPAIRED AREA IAW 8110-3 APPROVED DHC SK 813-472.									
5320 ABXA	814AX 46041	DOUG DC863F		DOUG		TIE FITTING 37504971	CRACKED BS 660		2/24/98 ABXA9800232
FORWARD ACCESSORY COMPARTMENT STA 660 LEFT FRAME TO LONGERON 36, TIE FITTING IS CRACKED. REPAIRED IAW DOUGLAS DWG 3750497 AND DC8 SRM 51-1-20D.									
5320 ABXA	814AX 46041	DOUG DC863F		DOUG		INTERCOSTAL 5717333263	CRACKED BS 980		2/26/98 ABXA9800231
INTERCOSTAL CRACKED AT RBL 40 BETWEEN STATION 980 AND 1000. REPAIRED IAW DC8 SRM 53-2-0.									
5320 ABXA	814AX 46041	DOUG DC863F		DOUG		TIE FITTING 4645517502	CRACKED BS 680		2/28/98 ABXA9800225
FLOORBEAM STA 680 RBL-24 TO WING BOX TIE FITTING CRACKED. REPAIRED IAW DWG 4645517 AND DC8 SRM 51-1-8.									
5320 ABXA	814AX 46041	DOUG DC863F		DOUG		WEB 9755569503	CRACKED WS 510-520		3/3/98 ABXA9800242
WEB CRACKED AT STATION 510 - 520 RIGHT, JUST AFT OF SERVICE DOOR AT FLOOR LEVEL. REPLACED WEB IAW DC8 SRM 51-1-20 AND DOUG DWG 9755569.									

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5320 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 37502751	CRACKED WS 620		2/12/98 ABXA9800243
STATION 610 TO 620 STRINGER 31L SPLICE FITTING IS CRACKED. REPAIRED IAW DC8 SRM 51-1-11 AND 51-1-20D.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 37502571N	CRACKED BS 1040-1060		3/2/98 ABXA9800244
STATION 1040 - 1060 STRINGER 31R SPLICE FITTING IS CRACKED. REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				ANGLE 36431112	CORRODED BS 780		3/6/98 UPS98826160
INSPECTION TYPE-C, FLOORBEAM ATTACH ANGLE AT STA 780 HAS HEAVY CORROSION AND IS CRACKED. REMOVED AND REPLACED ATTACH ANGLE AT STA 780 RBL 45 TO 69 IAW DWG 3643111 AND SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				DOUBLER	CORRODED BS 1160-1120		2/26/98 UPS98826161
INSPECTION TYPE-C, STA 1160 TO 1220 BTWN STR 33R TO 34L. THE INTERNAL DOUBLER HAS MANY AREAS OF MODERATE CORROSION. REPAIRED AREA IAW 8110-3 APPROVED DHC SH 707-569.									
5320 IPXA	755UP 46055	DOUG DC871F				SUPPORT FRAME	CRACKED CARGO DOORWAY		3/24/98 UPS98826173
INSPECTION TYPE-N/A, STEP PLATE SUPPORT FRAME IS CRACKED IN 3 PLACES AT NR 4 PIT DOOR OPENED FOR OTHER MAINT, SEE CONTROL ITEM UPS98826172. TRANS TO N/R CARD 75992. FABRICATED NEW CHANNEL SUPPORT FRAME AND INSTALLED PER SRM 53-1-0 COMPLETED NON-ROUTINE 725592.									
5320 IPXA	813UP 46059	DOUG DC873F				ANGLE	CRACKED BS 860		3/9/98 UPS98826139
INSPECTION TYPE:C EXTERIOR FUSELAGE CENTER TANK AT STA 860 BLB 60 SUPPORT ANGLE IS CRACKED. STOP DRILLED CRACK AND REPAIRED IAW SRM 53-2-0 FIG 1B.									
5320 IPXA	813UP 46059	DOUG DC873F				DOUBLER	CORRODED BS 1786		3/10/98 UPS98826158
INSPECTION TYPE-C, STA 1786 AT STR 28L THE INTERNAL DOUBLER HAS CORROSION. REPAIRED THE AREA IAW 8110-3 APPROVED DHC SK 813-379.									
5320 IPXA	813UP 46059	DOUG DC873F				DOUBLER	CORRODED BS 1863		3/10/98 UPS98826156
INSPECTION TYPE-C, STA 1861 TO 1873 AT STR 2R THE DOUBLER EXTENDING UNDER THE LONGERON HAS CORROSION. REPAIRED THE AREA IAW 8110-3 APPROVED DHC SK 813-380.									
5330 CKSA	870BX 46036	DOUG DC863F				SKIN	CORRODED BS 350		2/28/98 CKSA98108
DURING ROUTINE C-CHECK INSPECTION, FOUND SUSPECTED CORROSION BULGE AT FS 350 BETWEEN LONG 26 TO 27 RT ON OUTER SKIN. REMOVED CORROSION IAW DC8 SRM 51-1-8. CORROSION REMOVAL BEYOND LIMITS. REMOVED DISCREPANT SKIN PLATING. CUT OUT DAMAGED AREA, FABRICATED, TRIMMED, DRILLED, ALODINED, PRIMED, AND INSTALLED FILLERS AND DOUBLERS IAW COTNEY DWG D93-R56, DC8 SRM 51-1-8, 51-1-16, 51-1-21, 51-1-20D, 53-2-0 FIG 1F. NON-ROUTINE NR 05100 TASK NR X0075.									
5330 CKSA	870BX 46036	DOUG DC863F				SKIN	DAMAGED BS 130-158		2/28/98 CKSA98105
DURING ROUTINE C-CHECK INSPECTION, FOUND 2 DENTS ON FUSE SKIN STA 130 TO 135 AT LONG 28 LT. SKIN DAMAGED LEFT SIDE STA 131 TO STA 158 JUST ABOVE LONG 28 LT HOLE 2.5 X 1.0 WITH GOUGE 27 EXTENDING AFT. REPAIRED TWO DENTS IAW COTNEY ENGINEERING DWG D99-R03 REV B AT STA 130 TO 135 AT LONG 28 LT AND REPAIRED SKIN DAMAGE LT SIDE STA 131 TO STA 158 ABOVE LONG 28 LT IAW COTNEY ENG DWG D99-R03 REV B. NON ROUTINE NR 04460 AND 04428 TASK NR N0007.									
5330 CKSA	870BX 46036	DOUG DC863F				SKIN	DAMAGED BS 345		2/28/98 CKSA98104
DURING ROUTINE C-CHECK INSPECTION, FOUND SKIN TORN AT FS 345 LONG 30RT. REMOVED DAMAGE, FABRICATED REPAIR FILLER AND DOUBLERS. LOCATED PICKUP EXISTING ATTACHMENTS. TRIM AND COUNTERSINK REPAIR DOUBLERS AND INSTALLED DOUBLERS IAW COTNEY DWG NBR D99-R02. NON-ROUTINE NR 04432 TASK NR N0005.									

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5330 IPXA	707UP 45907	DOUG DC871F				SKIN 577991421	CORRODED BS 1346-1354		2/25/98 UPS98826163
INSPECTION TYPE-C, STA 1346 TO 1354 STR 24L TO 31L, THE SKIN AND THE FINGER DOUBLER HAVE MODERATE CORROSION. REMOVED CORROSION FROM SKIN, FABRICATED AND INSTALLED REPLACEMENT FINGER DOUBLER IAW DWG 5779914 AND SRM 51-1-21.									
5330 IPXA	707UP 45907	DOUG DC871F				SKIN 577991421	CORRODED BS 1346-1354		2/25/98 UPS98826164
INSPECTION TYPE-C, STA 1346 TO 1354 STR 24L TO 31L, THE SKIN AND THE FINGER DOUBLER HAVE MODERATE CORROSION. REMOVED CORROSION FROM SKIN, FOUND WITHIN LIMITS IAW SRM 53-2-0. FABRICATED AND REPLACED FINGER DOUBLER IAW DWG 5779914.									
5330 IPXA	707UP 45907	DOUG DC871F				SKIN	CORRODED BS 1650		2/26/98 UPS98826159
INSPECTION TYPE-C, STA 1650 BTWN STR 28L TO 32L THE INTERNAL SKIN IS CORRODED AND EXTENDS UNDER THE TEAR STRAP AT EACH BAY. REPAIRED THE AREA IAW 8110-3 APPROVED DHC SK707-590.									
5330 IPXA	755UP 46055	DOUG DC871F				SKIN	CRACKED CARGO DOORWAY		3/24/98 UPS98826172
INSPECTION TYPE-N/A, FOUND SKIN BULGED AND CRACKED 2 INCHES FWD OF NR 4 PIT DOOR LOWER FWD CORNER DOUBLER. ALSO, BULGE IN SKIN WITH RIVET PULLED THROUGH AFT CORNER NR 4 PIT DOOR SCUF GAURD AREAS MARKED. NR OPENED AGAINST THIS ITEM. COMPLETED NON ROUTINE 725601, INSTALLED NEW SKIN AS PER EO DC8-5330-10049A.									
5347 IPXA	813UP 46059	DOUG DC873F				SEAT TRACK	CORRODED BS 1070-950		3/14/98 UPS98826150
INSPECTION TYPE:C STA 950 TO 1070 LBL 59, THE SEAT TRACK HAS HEAVY CORROSION. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SECTION OF TRACK FROM STA 930 TO 1070 IAW SRM 53-2-3.									
5347 IPXA	813UP 46059	DOUG DC873F				SEAT TRACK	CORRODED BS 1230		3/10/98 UPS98826149
INSPECTION TYPE:C STA 1230 AT LBL 59, THE SEAT TRACK IS CORRODED ALSO AT STA 1290. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SECTION OF TRACK FROM STA 1130 TO 1270 IAW SRM 53-2-3.									
5347 IPXA	813UP 46059	DOUG DC873F				SEAT TRACK	CORRODED BS 1045		3/10/98 UPS98826145
INSPECTION TYPE:C STA 1045 AT BLO, THE SEAT TRACK HAS HEAVY CORROSION, THE LOCK TANG ON RT SIDE IS CRACKING. REMOVED FABRICATED REPLACEMENT SECTION OF TRACK FROM STA 990-1070 IAW SRM 53-2-3.									
5347 IPXA	813UP 46059	DOUG DC873F				SEAT TRACK	CORRODED BS 1070		3/14/98 UPS98826144
INSPECTION TYPE:C STA 1070 AT BL0 THE SEAT TRACK IS CORRODED. REMOVED, FABRICATED REPLACEMENT SECTION OF TRACK IAW SRM 53-2-3.									
5347 IPXA	813UP 46059	DOUG DC873F				SEAT TRACK	CORRODED BS 300		3/12/98 UPS98826143
INSPECTION TYPE:C STA.300, RBL59, THE SEAT TRACK IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED SEAT TRACK FROM STA 280-330 IAW SRM 53-2-3.									
5347 IPXA	813UP 46059	DOUG DC873F				SEAT TRACK 3657503501	CORRODED BS 25		3/10/98 UPS98826142
INSPECTION TYPE:C 2ND OBSERVERS FWD SEAT TRACK HAS HEAVY CORROSION, AROUND THE MOUNTING SCREWS. REMOVED AND REPLACED SEAT TRACK IAW SRM 51-3-1.									
5347 IPXA	813UP 46059	DOUG DC873F				SEAT TRACK	CORRODED BS 510		3/10/98 UPS98826140
INSPECTION TYPE:C STA 510 TO 550 BL 0, THE SEAT TRACK HAS HEAVY CORROSION. REMOVED DAMAGED SECTION OF SEAT TRACK AND SPLICED REPLACEMENT SECTION FROM STA 430 TO 550 BL 0 IAW 53-2-3 FIG. 14.									

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5347 IPXA	813UP 46059	DOUG DC873F				SEAT TRACK	CORRODED BS 580		3/10/98 UPS98826147
INSPECTION TYPE:C STA 580 AT LBL 59, THE SEAT TRACK IS CORRODED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM 53-2-3.									
5542 IPXA	813UP 46059	DOUG DC873F				SKIN 5644210505	CORRODED RUDDER		3/10/98 UPS98826153
INSPECTION TYPE:C RUDDER, UPPER AFT CORNER LT SIDE HAS HEAVY CORROSION. REMOVED AND REPLACED RUDDER IAW MM 27-21-01.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947128	CRACKED WS 791.25		3/12/98 ABXA9800248
RIGHT WING LEADING EDGE RIB AT STATION XFS 791.25 IS CRACKED AT THE AFT LOWER END. REPAIRED IAW SRM 57-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946618	CRACKED WS 616.25		3/2/98 ABXA9800239
RIGHT WING LEADING EDGE RIB AT STA XFS 616.25 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DC8 SRM 51-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947024	CRACKED WS 772		2/18/98 ABXA9800230
RIGHT WING LEADING EDGE RIB AT XFS 772 CRACKED AT THE AFT UPPER END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 57-2-0.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947026	CRACKED WS 785		3/2/98 ABXA9800246
RIGHT WING LEADING EDGE RIB AT STATION XFS 785.0 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW SRM 57-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947124	CRACKED WS 778.75		3/2/98 ABXA9800245
RIGHT WING LEADING EDGE RIB AT STATION 778.75 IS CRACKED AT THE AFT LWR END. REPAIRED IAW SRM 57-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946614	CRACKED WS 603.75		2/14/98 ABXA9800241
RIGHT WING LEADING EDGE RIB AT STA XFS 603.75 IS CRACKED AT THE AFT LWR END. REPAIRED IAW DC8 SRM 57-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946617	CRACKED WS 622.25		2/18/98 ABXA9800226
LEFT WING LEADING EDGE UPPER RIB CRACKED AT AFT END XFS 622.25. REPAIRED IAW DWG K 05056 AND DC8 SRM 57-2-0.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946627	CRACKED WS 647.5		2/20/98 ABXA9800227
LEFT WING LEADING EDGE UPPER RIB CRACKED AT AFT END XFS 647.5. REPAIRED IAW DWG K 05056 AND DC8 SRM 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946631	CRACKED WS 660		2/18/98 ABXA9800228
LEFT WING LEADING EDGE UPPER RIB CRACKED AT AFT END XFS 660. REPAIRED IAW DWG K 05056 AND DC8 SRM 57-2-0.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 57694667	CRACKED WS 585		2/18/98 ABXA9800229
LEFT WING LEADING EDGE UPPER RIB CRACKED AT AFT END XFS 585. REPAIRED IAW DWG K 05056 AND DC8 SRM 57-2-0.									

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5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947136	CRACKED WS 816.25		3/2/98 ABXA9800247
RIGHT WING LEADING EDGE RIB AT STATION XFS 816.25 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW SRM 57-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 577012423	CRACKED WS 245		2/22/98 ABXA9800234
NR 2 STUB WING LOWER RIB CRACKED AT XFS 245.0. REPAIRED IAW DWG K05056-7005 AND DC8 SRM 51-1-21D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946920	CRACKED WS 622.5		2/14/98 ABXA9800240
RIGHT WING LEADING EDGE RIB AT STA XFS 622.50 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DC8 SRM 57-2-0 AND DWG K 05056.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED LT WING		3/14/98 UPS98826148
INSPECTION TYPE:C LT WING L/E RIB ABOVE NR 1 ENGINE IS CRACKED. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0.									
5720 ARWA	802BN 45909	DOUG DC862				WINGTIP 57541083	DAMAGED LT WING		3/24/98 ARWA980308
ON RAMP WHILE BEING MANSHALLED INTO THE RAMP, THE LEFT WING TIP MADE CONTACT WITH ANOTHER AIRCRAFT. TEMPORARY REPAIR ACCOMPLISHED IAW MM 6 PAR 5-1 TO FLY A/C BACK TO MIAMI. REMOVED AND REPLACED DAMAGED WING TIP IAW SRM 51-30-00.									
5720 ABXA	814AX 46041	DOUG DC863F			DOUG	ANGLE 97532938	CRACKED WS 250.089		2/23/98 ABXA9800233
RIGHT WING LEADING EDGE STA XS 250.089 THE OUTBOARD AFT VERTICAL STIFFENER FOR THE INBOARD SLOT IS CRACKED AT THE LOWER END. REPAIRED IAW DWG 9753293 AND DC8 SRM 51-3-0.									
5720 ABXA	815AX 46097	DOUG DC863F			DOUG	TEE CAP 5751784	CORRODED WS 45		3/16/98 ABXA9800237
LEFT AUX TANK TEE CAP CORRODED AT WING STA XFS 45.00 TO XFS 107.50. REPAIRED IAW REA D857-21955 MR.									
5730 ABXA	815AX 46097	DOUG DC863F			DOUG	PANEL 5613917	CRACKED RT WING		3/16/98 ABXA9800235
SKIN PANEL ON RIGHT WING HAS CRACK INDICATIONS AT 7 LOCATIONS. REPAIRED IAW REA D857-21983MR.									
5730 ABXA	815AX 46097	DOUG DC863F			DOUG	PANEL 5613917523	CRACKED WS 69.5		3/16/98 ABXA9800238
LEFT WING LOWER 69.5 SKIN PANEL HAS CRACK INDICATIONS IN FIVE PLACES. REPAIRED IAW ABX REA D857-21963 MR.									
5730 RRXA	870TV 46086	DOUG DC873F				SKIN 57583869	CRACKED WS 69.5		3/23/98 RRXA98072
DURING A SCHEDULE INSPECTION, PERFORMED INSPECTION IAW SB 57-88, WINGS - PLATES/SKIN - INSPECT/REPAIR/MODIFY LOWER INBOARD AFT WING SKIN PANEL. FOUND HOLES 1 AND A BOTTOM AFT LEFT WING SKIN AT STA 69.5 WERE FOUND CRACKED AS INDICATED BY NDT INSPECTION. REPAIRED IAW SB 57-88 AND TIMCO ENGINEERING SKETCH REO-04502.									
5753 IPXA	813UP 46059	DOUG DC873F				FITTING 37701441	CRACKED RT TE FLAP		3/10/98 UPS98826146
INSPECTION TYPE:C RT O/B SLOT TORQUE TUBE END FITTING IS CRACKED. REMOVED AND REPLACED END FITTING IAW SRM 51-1-21.									

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7230 TC8A	181SK 45910	DOUG DC862	PWA JT3D3B			COMPRESSOR	STALLED LT ENGINE		3/20/98 TC8A98014
ABORTED TAKEOFF DUE TO LOUD NOISE LEFT SIDE OF AIRCRAFT. CHECKED TIRES, LANDING GEAR, FUSELAGE AND ALL 4 ENGINES FOR DAMAGE, NO DAMAGE NOTED. RAN ALL 4 ENGINES TO T/O POWER, NO COMPRESSOR STALL NOTED.									
7230 TC8A	181SK 45910	DOUG DC862	PWA JT3D3B			COMPRESSOR	STALLED NR 2 ENGINE		3/24/98 TC8A98015
NR 2 ENGINE COMPRESSOR STALL ON TAKEOFF ROLL, ENGINE ANTI-ICE WAS ON, TEMP 0 CELCIUS. PERFORMED VISUAL INSPECTION OF ENGINE INLET AND EXHAUST, INSPECTED INTERSTAGE BLEED VALVE, NO DEFECTED NOTED. PERFORMED ENGINE RUN-UP WITH ANTI-ICE ON AND BLEED AIR ON AT MAX T/O POWER, NO DEFECTED NOTED IAW TCA MIP VOL II.									
2424 NWAA	769NC 47757	DOUG DC951				TRANSFORMER	INOPERATIVE E/E COMPT		3/18/98 9804629860
DURING CLIMB-OUT, THE LEFT ENGINE DRIVEN GENERATOR TRIPPED OFF LINE WITH AN AC CROSSTIE LOCKOUT CONDITION. FLIGHT CREW PERFORMED COM PROCEDURES, RETURNED TO DTW, AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE DIFFERENTIAL PROTECTION CURRENT TRANSFORMER. OPERATIONAL CHECK OK.									
2560 MWEA	202ME 47672	DOUG DC932				TRIM 113313	REMOVED CABIN DOOR SLIDE		3/20/98 MWEA98373
THE PASSENGER DOOR EVACUATION SLIDE AND LOWER TRIM PIECE REMOVED TO FOM. MTC REPLACED DOOR SLIDE TRIM PIECE.									
2560 MWEA	204ME 47680	DOUG DC932				SLIDE 113313	FELL OFF GALLEY DOOR		3/20/98 MWEA98374
THE GALLEY SLIDE CAME UNATTACHED UPON ARRIVAL. MTC REINSTALLED GALLEY SLIDE.									
2560 MWEA	602ME 48133	DOUG DC932				COVER 5917689103	FELL OFF CABIN DOOR SLIDE		3/19/98 MWEA98371
THE FORWARD ENTRANCE SLIDE POPPED OFF. MTC REINSTALLED SLIDE COVER.									
2565 NWAA	90S 47244	DOUG DC931				BATTERY 113317	DISCHARGED PAX DOOR SLIDE	40271 3477	3/24/98 9804949931
DURING PERIODIC CHECK, MAIN CABIN DOOR EVACUATION SLIDE FAILED BATTERY TEST. REPLACED SLIDE.									
2822 TWAA	906TW 49160	DOUG DC982				BOOST PUMP 3980001	WORN CENTER TANK		2/22/98 TWAA9802601
LAX - FLT 221 - AFTER ABOUT 10,000 LBS OF FUEL BURNED OUT OF CENTER TANK, CENTER TANK STOPPED FEEDING THE ENGINES, 6800 LBS REMAINED. MADE UNSCHEDULED LANDING AT LAX. CENTER TANK WAS EMPTIED USING ONLY FORWARD PUMP. REPLACED THE CENTER TANK AFT BOOST PUMP. (M)									
2910 NWAA	8933E 47142	DOUG DC931				LINE	LEAKING RT MLG ACTUATOR		3/19/98 9804659997
RIGHT MAIN LANDING GEAR UNSAFE LIGHT REMAINED ON AFTER GEAR RETRACTION. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND LINE TO RIGHT MAIN GEAR RETRACT ACTUATOR LEAKING. REPLACED LINE. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
2910 NWAA	925US 47472	DOUG DC932				LINE	BROKEN RT HYD SYST		3/20/98 9804789925
LOSS OF RIGHT HYDRAULIC SYSTEM QUANTITY AND PRESSURE OCCURRED IMMEDIATELY AFTER GEAR RETRACTION. NOSE GEAR RETRACTED NORMALLY BUT BOTH MAIN GEARS WERE STILL EXTENDED WITH GEAR DOOR OPEN LIGHT ILLUMINATED. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND BROKEN HYDRAULIC LINE AT AUXILIARY HYDRAULIC PUMP. REPLACED LINE, AUXILIARY PUMP, RIGHT ENGINE DRIVEN PUMP, AND ALL FILTERS. LEAK AND OPERATIONAL CHECK NORMAL.									

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3222 CALA	34838 49634	DOUG DC982				STRUT	FLAT NLG		3/24/98 CALA9800573
THE NOSE GEAR INDICATED UNSAFE WITH GEAR HANDLE UP AFTER TAKEOFF. THE AIRCRAFT WAS RETURNED TO DEN WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NOSE STRUT FLAT. THE NOSE STRUT WAS SERVICED WITH FLUID AND NITROGEN. IN ADDITION, THE NOSE STRUT SEALS WERE REPLACED IAW MM 32-21-02. THE NOSE GEAR WAS SWUNG SEVERAL TIMES AND OPERATION CHECKED GOOD.									
3230 NWAA	773NC 47775	DOUG DC951				CYLINDER 39140165505	INOPERATIVE RT MLG	22463 5701	3/21/98 9804709864
DURING CLIMBOUT, THE RIGHT MAIN LANDING GEAR RED WARNING AND DOOR OPEN INDICATIONS REMAINED ILLUMINATED AFTER LANDING GEAR RETRACTION. FLIGHT RETURNED TO MEM AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT MAIN LANDING GEAR BUNGEE CYLINDER, OPERATIONAL CHECK OK.									
3230 AALA	487AA 49680	DOUG DC982				PIN 29167211	NOT REMOVED NLG		12/25/97 AALA972513
ABQ - FLT 1284 - AFTER TAKEOFF ABQ EN ROUTE DFW, COULD NOT RETRACT NOSE GEAR. AIR INTERRUPTED AND RETURNED ABQ. LANDED WITHOUT INCIDENT. REMOVED NOSE GEAR PIN. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3230 ORJA	833RA 53045	DOUG DC983				GROUND SENSE ROD	DISCONNECTED NLG		2/23/98 ORJA9820
AFTER TAKEOFF, UNABLE TO RAISE GEAR NOSE WHEEL WOULD NOT LOCK IN CENTER POSITION SO GEAR NOT MANUALLY RETRACTED, GROUND SHIFT FAIL ACCOMPLISHED AND RETURNED TO LAND ON LANDING ROLL AND TAXI IN BOTH LEFT AND RIGHT REVERSER ACCUM LOW LIGHTS ON. FOUND ROD FROM GROUND SENSE TO NOSE GEAR CENTERING BELL CRANK DISCONNECTED REINSTALLED SAME BITE CHECK GROUND PROX BOX ALL PASSED AS PER RENO MM. (M)									
3231 NWAA	916RW 47144	DOUG DC931				LINK	BROKEN NLG DOOR		3/21/98 9804759952
VIBRATION AND NOISE COMING FROM NOSE GEAR AREA AFTER TAKEOFF. FLIGHT WAS RETURNED TO MCI AND LANDED WITHOUT INCIDENT. EMERGENCY WAS DECLARED DUE TO OVERWEIGHT LANDING CONDITION. MAINTENANCE FOUND LEFT NOSE GEAR DOOR LINK BROKEN. REPLACED LINK AND LEFT NOSE GEAR DOOR ASSEMBLY WHICH WAS DAMAGED.									
3231 NWAA	765NC 47718	DOUG DC951				LATCH	OUT OF ADJUST LT MLG DOOR		3/22/98 9804909856
DURING CLIMBOUT, THE LEFT MAIN LANDING GEAR UNSAFE AND DOOR OPEN LIGHTS ILLUMINATED. FLIGHT CREW FOLLOWED COM PROCEDURES, RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE ADJUSTED THE LEFT MAIN LANDING GEAR DOOR LATCH MECHANISM, OPERATIONAL CHECK OK.									
3234 CALA	35832 49492	DOUG DC982				GEAR HANDLE	MALFUNCTIONED LANDING GEAR		3/21/98 CALA9800538
THE LANDING GEAR HANDLE WOULD NOT MOVE DOWN UPON INITIAL ATTEMPT TO LOWER, WHILE ON APPROACH. ALTERNATE GEAR EXTENSION WAS USED, AND THEN CREW WAS ABLE TO MOVE GEAR HANDLE DOWN AFTER EXTENSION. THE AIRCRAFT LANDED WITHOUT INCIDENT. THE AIRCRAFT WAS JACKED IAW MM 7-11-00 AND THE GEAR HANDLE WAS CYCLED EIGHT TIMES AND ALL GEAR FUNCTIONS WERE NORMAL WITH SMOOTH GEAR HANDLE OPERATION.									
3241 ORJA	755RA 49727	DOUG DC987				TRANSDUCER PINS	BACKED OUT MLG		2/14/98 ORJA9832
ON TAKEOFF ROLL, APPROX 60 KNOTS WHEEL NOT TURNING LIGHT ILLUMINATED AFTER RETURNING TO TAXI SPEED THE LIGHT WENT OUT. REMOVED NR 1 WHEEL HUB CAP FOUND TRANSDUCER PINS BACKED OUT. REPLACED PINS BIT CHECK NORMAL OF ANTI-SKID CONTROLLER. (M)									
3244 NWAA	957N 47253	DOUG DC931				TIRE 95502672	DAMAGED NLG		3/21/98 9804779907
EXCESSIVE NOSE WHEEL VIBRATION OCCURRED DURING TAKEOFF ROLL AT APPROXIMATELY 50 KNOTS. ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED BOTH NOSE WHEEL ASSEMBLIES.									

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3251 ORJA	836RA 53046	DOUG DC983				STEERING CYL 39346895001	FAILED NLG		2/8/98 ORJA9831
DURING TAXI, NOSE WHEEL STEERING FAILED RIGHT HYD SYSTEM PRESSURE AND QTY TO ZERO. REMOVED AND REPLACED LEFT NOSE WHEEL STEERING CYLINDER PER MM CHAP 32-52-02. (M)									
3260 NWAA	9332 47264	DOUG DC931				SENSOR	MALFUNCTIONED NLG		3/22/98 9804929968
DURING APPROACH, NOSE LANDING GEAR UNSAFE LIGHT REMAINED ON AFTER GEAR EXTENSION. CAPTAIN DECLARED AN EMERGENCY AND VERIFIED THROUGH PEEP HOLE THAT THE GEAR WAS DOWN AND LOCKED. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NOSE GEAR PROXIMITY SENSOR, OPERATIONAL CHECK NORMAL.									
3260 CALA	18513 48112	DOUG DC932				SWITCH	INOPERATIVE LT MLG		3/18/98 CALA9800482
THE LEFT GEAR UNSAFE LIGHT ILLUMINATED AFTER TAKEOFF FROM ABQ. THE GEAR WAS CYCLED, BUT THE LIGHT REMAINED ON. THE FLIGHT WAS CONTINUED TO IAH WITH PUMPS IN HIGH AND WHEN GEAR WAS EXTENDED INDICATIONS WERE NORMAL. MAINTENANCE REPLACED THE OVERLINK SWITCH. THE GEAR WAS SIMULATED UP AND DOWN AND ALL INDICATIONS WERE NORMAL.									
3320 TWAA	920L 47734	DOUG DC932				LAMP 5004WW	FAILED FWD GALLEY		2/21/98 TWAA9802603
JAX - FLT 494 - FORWARD GALLEY OVERHEAD FLOURSCENT WORK LIGHT, RT OUTBOARD, WAS SMOKING SHORTLY AFTER TAKEOFF. THE LIGHT WAS TURNED OFF. AT JAX THE LIGHT WAS DEACTIVATED BY PULLING THE CIRCUIT BREAKER. CORRECTION WAS DEFERRED. ON LAYOVER, THE WIRING AND SECURITY WAS CHECKED AND FOUND NORMAL. NO SIGNS OF OVERHEATING. RELAMPED AND OPERATED FOR SEVERAL HOURS. OPERATIONS WAS NORMAL. (M)									
3350 NWAA	8908E 45749	DOUG DC914				WIRE	BROKEN CABIN		3/21/98 9804749150
DURING LINE CHECK, FOUND A SECTION OF WIRING FOR EMERGENCY EXIT FLOOR LIGHTING PULLED OUT AT FORWARD END OF CABIN. MAINTENANCE INSTALLED NEW WIRE CONNECTION, OPERATIONAL CHECK OK.									
3350 NWAA	8911E 45825	DOUG DC914				BATTERY PACK	DISCHARGED CABIN		3/23/98 9804899152
DURING LINE CHECK, FOUND LEFT NACELLE EMERGENCY EXIT LIGHT INOPERATIVE. MAINTENANCE REPLACED BATTERY PACK, OPERATIONAL CHECK OK.									
3350 NWAA	8911E 45825	DOUG DC914				BATTERY	DISCHARGED CABIN		3/24/98 9804889152
FLIGHT ATTENDANT REPORTED, EMERGENCY FLASHLIGHT AT ENTRY DOOR 1L INOPERATIVE. MAINTENANCE REPLACED BATTERY, OPERATIONAL CHECK OK.									
3350 NWAA	8925E 45840	DOUG DC931				WIRE	BROKEN CABIN		3/22/98 9804809945
DURING LINE MAINTENANCE INSPECTION, FOUND FLOOR PROXIMITY EMERGENCY LIGHTS BETWEEN ROWS 12, 13, AND 14 INOPERATIVE. REPAIRED BROKEN WIRING, OPERATIONAL CHECK NORMAL.									
3350 USAA	993VJ 47332	DOUG DC931				BATTERY 41B030CF00101	DISCHARGED RT NACELLE		2/28/98 98ZZZM334
THE RIGHT NACELLE EMERGENCY LIGHT WAS INOPERATIVE. MAINTENANCE REPLACED THE RIGHT NACELLE EMERGENCY LIGHT POWER SUPPLY AND BATTERY. (M)									
3350 USAA	993VJ 47332	DOUG DC931				POWER SUPPLY 6011777LB	FAILED RT NACELLE		2/28/98 USAAD98035
THE RIGHT NACELLE EMERGENCY LIGHT WAS INOPERATIVE. MAINTENANCE REPLACED THE RIGHT NACELLE EMERGENCY LIGHT POWER SUPPLY AND BATTERY. (M)									

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3350 NWAA	1798U 47369	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		3/21/98 9804799938
	DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY EXIT LIGHT AT ENTRY DOOR AND FORWARD SECTION OF FLOOR PROXIMITY EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.								
3350 NWAA	1799U 47370	DOUG DC931				POWER SUPPLY	FAILED CABIN		3/24/98 9804959936
	LEFT FORWARD OVERWING EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.								
3350 NWAA	8986E 47402	DOUG DC931				BATTERY	DISCHARGED CABIN		3/23/98 9804939993
	FLIGHT ATTENDANT REPORTED AFT FLASHLIGHT INOPERATIVE. REPLACED BATTERY, OPERATIONAL CHECK NORMAL.								
3350 NWAA	963N 47415	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		3/18/98 9804669913
	DURING PERIODIC CHECK, FOUND OVERHEAD EMERGENCY LIGHTS JUST AFT OF OVERWING EXIT INOPERATIVE. REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.								
3350 MWEA	301ME 47190	DOUG DC932				BATTERY PACK 100865	DISCHAREGD CABIN		3/18/98 MWEA98370
	THE FIRST SECTION OF FLOOR TRACK LIGHTING WOULD NOT LIGHT UP. MAINTENANCE REMOVED AND REPLACED FIRST SECTION FLOOR TRACK EMERGENCY BATTERY PACK.								
3350 NWAA	617NW 47235	DOUG DC932				WIRE	BROKEN CABIN		3/22/98 9804819617
	DURING LINE MAINTENANCE INSPECTION, FOUND FLOOR PROXIMITY EMERGENCY LIGHTS AT ROWS 5, 6, AND 7 INOPERATIVE. REPAIRED BROKEN WIRE AT ROW 7 LIGHTS, OPERATIONAL CHECK NORMAL.								
3350 VJ6A	921VV 47284	DOUG DC932				BATTERY CHARGER 110049	INOPERATIVE CABIN		3/18/98 VJ9800051
	EMERGENCY LIGHTS INOP FROM ROWS 24 BACK INTO TAIL COMPARTMENT. REPLACED AFT CEILING BATTERY CHARGER.								
3350 MWEA	207ME 47794	DOUG DC932				BATTERY PACK 60030431	DISCHARGED CABIN		3/16/98 MWEA98367
	FOUND 3 AFT OVERHEAD EMERGENCY LIGHTS INOPERATIVE. MAINTENANCE REMOVED AND REPLACED BATTERY PACK POWER SUPPLY.								
3350 MWEA	207ME 47794	DOUG DC932				BATTERY PACK 6011777	DISCHARGED LT NACELLE		3/17/98 MWEA98368
	FOUND LT NACELLE EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REMOVED AND REPLACED BATTERY PACK POWER SUPPLY.								
3350 MWEA	207ME 47794	DOUG DC932				BATTERY PACK 60030431	DISCHARGED CABIN		3/17/98 MWEA98369
	THE EMERGENCY LIGHTS AT ROW 15 TO 18 COME ON WHEN POWER IS OFF AND EMERGENCY LIGHT SWITCH IS IN OFF POSITION. MAINTENANCE REMOVED AND REPLACED BATTERY POWER SUPPLY.								
3350 NWAA	761NC 47709	DOUG DC951				BATTERY PACK	DISCHARGED FLIGHT DECK		3/20/98 9804739852
	PILOT REPORTED, THE EMERGENCY EXIT LIGHTING IN THE FLIGHT COMPARTMENT INOPERATIVE. MAINTENANCE RELAMPED THE FLIGHT DECK EMERGENCY EXIT LIGHT, REPLACED THE BATTERY PACK, OPERATIONAL CHECK OK.								

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3350 NWAA	768NC 47729	DOUG DC951				POWER SUPPLY	INOPERATIVE CABIN		3/21/98 9804729859
DURING LINE CHECK, FOUND AFT ESCAPE PATH FLOOR LIGHTING ABOVE TAIL CONE INTERIOR HANDLE INOPERATIVE. MAINTENANCE REPLACED POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 NWAA	768NC 47729	DOUG DC951				POWER SUPPLY	INOPERATIVE CABIN		3/22/98 9804719859
DURING LINE CHECK, FOUND AFT CEILING EMERGENCY LIGHTING ABOVE TAIL CONE DIM. MAINTENANCE REPLACED POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 TWAA	416EA 47751	DOUG DC951				POWER SUPPLY 58222	INOPERATIVE CABIN		3/6/98 TWAA9803302
STL - FLT 651 - EGRESS LIGHTS WERE FOUND INOPERATIVE IN THE AFT SECTION OF FIRST CLASS AND THE FORWARD SECTION OF COACH. REPLACED EMERGENCY LIGHT POWER SUPPLY FOR EGRESS LIGHTS AT ROW 6. (M)									
3350 USAA	800US 48034	DOUG DC981				BATTERY 9721055	DISCHARGED CABIN		2/28/98 USAAD98036
THE LOW LEVEL EMERGENCY LIGHTS WERE INOPERATIVE. MAINTENANCE REPLACED THE BATTERY PACKS. (M)									
3350 USAA	809US 48041	DOUG DC981				CONTROL MODULE 8732030153	FAILED CABIN		2/27/98 USAAD98037
THE LOW LEVEL EMERGENCY LIGHTS WERE INOPERATIVE. MAINTENANCE REPLACED THE LOW LEVEL EMERGENCY LIGHT CONTROL MODULE. (M)									
3350 AALA	224AA 49174	DOUG DC982				LIGHT	INOPERATIVE CABIN		2/22/98 AALA980377
PHX - DURING OVERNIGHT MAINTENANCE, FIRST CLASS EMERGENCY EXIT LIGHTS WERE INOPERATIVE. REPLACED FIRST CLASS EMERGENCY EXIT LIGHT STRIP. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 TWAA	916TW 49187	DOUG DC982				LIGHTS	MALFUNCTIONED CABIN		3/5/98 TWAA9803202
STL - FLT 98 - RETURN FROM TAXI, THE EMERGENCY LIGHTS CAME ON WITH SWITCH IN ARM POSITION. MAINTENANCE PERFORMED AN OPERATIONAL CHECK PER MM 33-51-00. OPERATION WAS NORMAL. UNABLE TO DUPLICATE. (M)									
3350 AALA	33414 49325	DOUG DC982				WIRE	LOOSE COCKPIT		2/20/98 AALA980378
DFW - DURING OVERNIGHT MAINTENANCE, COCKPIT EMERGENCY EXIT LIGHT WOULD NOT ILLUMINATE. RESECURED LOOSE GROUND WIRE AT COCKPIT EMERGENCY EXIT LIGHT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	70529 49921	DOUG DC982				WIRE	CHAFED CABIN		2/10/98 AALA980293
PHX - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTS IN FIRST CLASS WERE INOPERATIVE. REPAIRED EMERGENCY FLOOR PATH LIGHTING CHAFED WIRE IN FIRST CLASS. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 ORJA	824RA 53017	DOUG DC982				BATTERIES 59306431	DISCHARGED CABIN		3/2/98 ORJA9835
EMERGENCY LIGHTS AT AFT AIRSTAIR WALKWAY INOP. INSTALLED NEW BATTERIES IN CHARGER, OPS CHECK GOOD. (M)									
3350 ORJA	824RA 53017	DOUG DC982				BATTERY PACK 60030451	DISCHARGED CABIN		2/23/98 ORJA9830
EMERGENCY LIGHTS OUT AT ROWS 14, 15, 16, AND 24. REPLACED BATTERY PACKS AND LAMPS, OPS CHECK GOOD. (M)									

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3350 AALA	7544A 53026	DOUG DC982				WIRE	SHORTED CABIN		2/10/98 AALA980301
LAS - DURING OVERNIGHT MAINTENANCE, RIGHT OVERWING EMERGENCY EXIT LIGHT WAS INOPERATIVE. REPAIRED SHORTED WIRE IN RIGHT OVERWING EMERGENCY EXIT LIGHT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 ORJA	871RA 49788	DOUG DC983				WIRING	DISCONNECTED CABIN		3/1/98 ORJA9836
EMERGENCY LIGHTS OUT ROW 6DEF AND 30DEF INOP. RECONNECTED BROKEN WIRES, OPS NORMAL. (M)									
3350 ORJA	871RA 49788	DOUG DC983				BATTERY PACK 60030451	DISCHARGED CABIN		12/6/97 ORJA97210
EMERGENCY LIGHTS OUT ROW 21 TO 24. REPLACED BATTERY PACK FOR ROWS 21-24, OPS CHECK GOOD. (M)									
3350 ORJA	871RA 49788	DOUG DC983				BATTERIES EM1267	DISCHARGED CABIN		11/30/97 ORJA97209
ROWS 21, 22, 23, AND 24 EMERGENCY SEAT LIGHTING INOP. INSTALLED NEW BATTERIES, OPS CHECK GOOD. (M)									
3350 ORJA	881RA 49941	DOUG DC983				POWER PACK 6011779	INOPERATIVE CABIN		2/19/98 ORJA9828
EMERGENCY EXIT LIGHT INOP AT LEFT FORWARD MIDDLE EXIT DOOR. REMOVED AND REPLACED EMERGENCY EXIT POWER PACK, OPS CHECK OK. (M)									
3350 ORJA	882RA 49949	DOUG DC983				WIRING	BROKEN CABIN		2/25/98 ORJA9834
EMERGENCY SEAT TRACK LIGHT INOP AT 15 DEF. REMOVED AND REPLACED LAMP AND REPAIRED WIRING, OPS CHECK GOOD. (M)									
3350 ORJA	753RA 49587	DOUG DC987				WIRING	DISCONNECTED CABIN		3/2/98 ORJA9837
EMERGENCY LIGHTS AT SEAT 9DEF WILL NOT ILLUMINATE. RECONNECTED BROKEN WIRE, OPS CHECK OK. (M)									
3350 ORJA	754RA 49641	DOUG DC987				BATTERY PACK 60030451	DISCHARGED CABIN		12/6/97 ORJA97206
EMERGENCY LIGHT OUT IN ROW 14-18. REPLACED FUSE IN BATTERY PACK, OPS CHECK GOOD. (M)									
3350 ORJA	751RA 49779	DOUG DC987				POWER SUPPLY 6011779	INOPERATIVE CABIN		2/28/98 ORJA9833
OVERWING EMERGENCY LIGHTS INOP. REMOVED AND REPLACED OVERWING EMERGENCY LIGHTS POWER SUPPLY. OPS CEHCK GOOD PER MM. (M)									
3417 NWAA	96S 47206	DOUG DC915				ADC 2587400176	INOPERATIVE E/E COMPT	41495 343	3/22/98 9804699106
DURING CLIMBOUT, THE CENTRAL AIR DATA COMPUTER BECAME INOPERATIVE. FLIGHT CREW FOLLOWED COM PROCEDURES, RETURNED TO DTW, AND LANDED WITHOUT INCIDENT. AFTER TEN MINUTES ALL FLIGHT INSTRUMENTS OPERATED NORMALLY. MAINTENANCE REPLACED THE CENTRAL AIR DATA COMPUTER, OPERATIONAL CHECK OK.									
4920 TWAA	911TW 49182	DOUG DC982				APU	FAILED APU COMPT		3/6/98 TWAA9803301
MCI - FLT 123 - THE APU QUIT IN FLIGHT WITH THE LEFT ENGINE GENERATOR ALREADY DEFERRED INOPERATIVE PER MEL. MADE UNSCHEDULED LANDING AT MCI. CORRECTED LT ENGINE GEN BY REPLACING THE GEN AND CSD. DEFERRED THE APU INOPERATIVE PER MEL. (M)									

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4990 USAA	814US 48094	DOUG DC981				OIL SYSTEM	REQ'D SERVICE APU		2/25/98 USAAD98034
AFTER TAKEOFF, THE SMOKE DETECTORS SOUNDED AND THERE WAS A STRONG SMELL OF SMOKE, HOWEVER NO SMOKE WAS VISIBLE IN THE CABIN. THE AIRCRAFT RETURNED TO THE FIELD. MAINTENANCE INSPECTED THE AIRCRAFT AND FOUND THE APU OIL QTY LOW. THE APU WAS MEL'D AND THE AIRCRAFT DISPATCHED. LATER, AFTER SERVICING THE APU OIL AND OPERATING THE AIR CONDITIONING PACKS FROM THE APU NO DEFECTS WERE NOTED. THERE HAVE BEEN NO FURTHER REPORTS OF ODORS IN THE CABIN. (M)									
5210 MWEA	202ME 47672	DOUG DC932				SKIN	CRACKED CABIN DOOR		3/20/98 MWEA98372
FOUND CRACK ON FORWARD PASSENGER DOOR LOWER EDGE AFT CORNER OF OUTER SKIN. MTC INSTALLED INTERNAL DOUBLER REPAIR.									
5320 MWEA	600ME 45725	DOUG DC914				CLIP	CRACKED BS 762		3/15/98 MWEA98363
FOUND CRACKED SHEAR CLIP AT FS 762 BOTTOM LONGERON 16 AND 15. MAINTENANCE REMOVED AND REPLACED CLIP.									
5320 MWEA	600ME 45725	DOUG DC914				ANGLE	CRACKED BS 840		3/15/98 MWEA98366
FOUND 2 CRACKS EXTENDING FROM 1 FASTENER HOLE AT STATION 840 ON RT UPPER PYLON TO FUSELAGE ATTACH ANGLE. MAINTENANCE REPAIRED WITH DOUBLER.									
5320 NWAA	9338 47347	DOUG DC931				JAMB	CRACKED BS 996		3/7/98 9804599974
DURING M CHECK, FOUND CRACK IN THE AFT ENTRY DOOR JAMB WEB FS 996 AT RIGHT LOWER DOOR STOP PLATE. REPAIRED PER EA 99-154754.									
5320 ABXA	928AX 47392	DOUG DC932		DOUG		SHEAR TIE 99577397N	CRACKED BS 945		3/11/98 ABXA9800191
DURING C-CHECK, FOUND SHEAR TIE CRACKED IN RADIUS AT STATION 945 BETWEEN LONGERON 15R AND 16R. REPLACED SHEAR-TIE IAW DC9 SRM 51-30-2.									
5330 NWAA	93S 47078	DOUG DC915				SKIN	CRACKED FUSELAGE		2/12/98 9804609103
DURING LINE CHECK, FOUND CRACK IN FUSELAGE SKIN AROUND WINDOW 5L FRAME. REPAIRED PER EA 91-154696.									
5330 VJ6A	909VJ 47322	DOUG DC932				SKIN 1A309911A30992	CORRODED BS 980		2/28/98 VJ9800050
AFT CARGO FUSELAGE SKIN AND FRAME ARE CORRODED HEAVILY ON AFT SIDE AT FRAME STA 980 BETWEEN LONG 28 R AND 27R. CUT OUT AREA OF PLATING BETWEEN L27R AND 28R. FABBED FILLER 2024 T3 .50, FABBED DOUBLER 2024 T3 .025. FABBED FINGER DOUBLER 2024 T3 IAW DC-9 SRM 51-10-2. TREATED AND PRIMED IAW DC-9 SRM 51-10-3, INSTALLED IAW AERO EO 98-802.									
5347 TWAA	997Z 47029	DOUG DC932				SEAT TRACK	CORRODED BS 200-266		3/2/98 TWAA9803306
MCI - DURING MAJOR MAINTENANCE CHECK, NR 4 CABIN CHAIR TRACK CORROSION WAS OUT OF LIMITS AFTER CLEAN UP. REPLACED FLOOR TRACK FROM STATION 200 TO 266 PER SRM 51-01 PAGE 1 ITEM C AND STANDARD PROCEDURES. (M)									
5350 NWAA	3310L 45705	DOUG DC914				LATCH	WORN TAIL CONE		3/18/98 9804619178
DURING TAILCONE FUNCTIONAL CHECK, FOUND THAT EXCESSIVE FORCE WAS REQUIRED TO DEPLOY THE TAILCONE AFTER HANDLE WAS REMOVED FROM CLIPS. ALSO, FOUND THE UPPER LEFT LATCH SPADE WORN AND SEVERAL GUIDE PIN RECEPTACLES WORN. REPLACED LATCH SPADE AND GUIDE PIN RECEPTACLES AND CLEANED AND LUBRICATED LATCHES. FUNCTIONAL CHECK OK.									
5610 TWAA	982PS 47251	DOUG DC931				WINDSHIELD 5912290502	SHATTERED RT COCKPIT		3/5/98 TWAA9803203
SDF - FLT 697 - FIRST OFFICERS WINDSHIELD SHATTERED INFLIGHT. MADE UNSCHEDULED LANDING AT ADF. REPLACED WINDSHIELD AND HEAT CONTROLLER. (M)									

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5610 NWAA	983US 47282	DOUG DC932				WINDSHIELD	FAILED RT COCKPIT		3/18/98 9804649983
DURING CLIMB-OUT, AN ELECTRICAL ARC OCCURRED AT FIRST OFFICER'S WINDSHIELD WITH WINDSHIELD HEAT TURNED OFF. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE WINDSHIELD, HEAT CONTROLLER, AND ASSOCIATED WIRING. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
5610 ABXA	932AX 47465	DOUG DC933F				WINDOW 5613217507	LACK OF LUBE LT COCKPIT		3/17/98 ABXA9800253
CAPTAIN'S CLEARVIEW WINDOW (EMERG EXIT) WOULD NOT OPEN. RELEASED UPPER LOCK BAR, CLEANED AND LUBRICATED LINKAGE. OPS CHECKED GOOD.									
5711 NWAA	8938E 47161	DOUG DC931				SPAR WEB	CRACKED WS 58		2/7/98 9804589947
DURING H CHECK, FOUND A CRACK IN THE UPPER AFT SPAR IN THE CENTER TANK ACROSS THE VERTICAL LEG RADIUS AT WS 58. REPAIRED PER EA 99-153041.									
5720 MWEA	600ME 45725	DOUG DC914				VANE	CHAFED RT WING		3/15/98 MWEA98365
FOUND 2 CHAFE MARKS ON LEADING EDGE OF RIGHT WING MIDDLE FIXED VANE. MAINTENANCE REPAIRED FIXED VAN BY BLENDING CHAFE MARKS.									
5720 MWEA	600ME 45725	DOUG DC914				VANE	CHAFED RT WING		3/15/98 MWEA98364
FOUND CHAFE MARK ON RIGHT WING INBOARD FIXED VANE LEADING EDGE. MAINTENANCE BLENDED MARK.									
7200 NWAA	606NW 47225	DOUG DC932	PWA JT8D7			ENGINE	FAILED RIGHT		3/19/98 9804689606
AS TAKEOFF POWER WAS APPLIED, A NOISE WAS HEARD FOLLOWED BY VIBRATIONS FROM THE RIGHT ENGINE. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE RIGHT ENGINE, OPERATIONAL CHECK OK.									
7200 TWAA	907TW 49165	DOUG DC982	PWA JT8D217			ENGINE	FAILED RIGHT		2/22/98 TWAA9802604
PHL - FLT 561 - AT APPROX 3000 FEET, CREW HEARD LOUD POP. THE RT ENGINE EPR DROPPED OFF. CREW REPORTED ENGINE FAILED AND SHUT DOWN. FLT RETURNED TO PHL. REPLACED THE RT ENGINE. (M)									
7230 NWAA	982US 45790	DOUG DC932	PWA JT8D15			COMPRESSOR	STALLED LT ENGINE		3/19/98 9804769982
DURING TAKEOFF ROLL AT 80 KNOTS, THE LEFT ENGINE EXPERIENCED COMPRESSOR STALLS. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE LEFT ENGINE, OPERATIONAL CHECK OK.									
7250 TWAA	9306T 49567	DOUG DC983	PWA JT8D217			TURBINE	FAILED LT ENGINE		3/5/98 TWAA9803201
LAX - FLT 467 - AT APPROX 2000 FEET, LEFT ENGINE FAILED. RETURNED TO LAX. MADE SMOOTH OVERWEIGHT LANDING. FOUND TURBINE FAILURE INCLUDING LOSS OF TAIL CONE. CHANGED ENGINE. (M)									
8011 CALA	16813 48066	DOUG DC982	PWA JT8D217A			STARTER 38334211	FAILED NR 1 ENGINE	40732	3/22/98 CALA9800571
THE A START VALVE LIGHT ILLUMINATED AFTER TAKEOFF. THE LIGHT EXTINGUISHED AFTER ABOUT 30 SECONDS. ENGINE POWER WAS BEING REDUCED, CROSSFEED WAS CLOSED, AND HP BLEED WAS ON HIGH. THE FLIGHT LANDED AT EWR WITHOUT FURTHER PROBLEM. MAINTENANCE FOUND THE NR 1 ENGINE STARTER FAILED. THE STARTER AND STARTER VALVE WERE REMOVED AND REPLACED.									
5311 DALA	988DL 53339	DOUG MD88				FRAME 5913595501	CRACKED BS 1418		3/24/98 DLM88980642
FS 1418 FRAME WAS FOUND CRACKED AT L2L AND L2R. CRACKS WERE BOTH 1 INCH IN LENGTH. REPAIRED PER ERA 331500-14.									

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5330 DALA	988DL 53339	DOUG MD88				SKIN 593600731	DENTED BS 1325		3/24/98 DLM88980643
FUSELAGE SKIN WAS FOUND DENTED AND GOUGED FROM FS 1309 TO FS 1338 AT L23R. REPAIRED PER ERA 331520-14.									
3350 ORJA	902RA 53490	DOUG MD9030				WIRE 00105606003	BROKEN CABIN		2/14/98 ORJA9827
EMERGENCY FLOOR TRACK INOP FROM AISLE 1FD TO 9DEF, 15DEF. FOUND BROKEN WIRE ROW 2 REINSTALLED, OPS CHECK GOOD. (M)									
2210 COMA	179CA 120179	EMB EMB120RT				AUTO PILOT	MALFUNCTIONED E/E COMPT		3/17/98 COMA9810069
AUTOPILOT AND TRIM FAIL WARNING DURING TAKEOFF. DEFERRED AUTOPILOT SYSTEM. AIRCRAFT RETURNED TO SERVICE.									
2460 SWIA	189SW 120048	EMB EMB120ER	PWA PW118A			FUSE	FAILED EMERGENCY BUS		3/9/98 SWIA971100
AFTER DEPARTURE, NR 2 EHSI AND ADI FAILED WOULD NOT RESET. RETURNED TO LAX. INSTALLED NEW AGC10 FUSE FOR EMERGENCY BUS. TWO GROUND OPS CHECKS GOOD.									
2613 COMA	249CA 120230	EMB EMB120RT				SENSOR M1160140242	MALFUNCTIONED CENTER WING		3/23/98 COMA9810072
BLEED AIR DUCT LEAK WARNING. REPLACED DEFECTIVE OVER TEMP SENSOR AT WING CENTER SECTION.									
3010 SWIA	293SW 120320	EMB EMB120ER	PWA PW118A			DE-ICE SYST	MALFUNCTIONED LT/RT SYST		2/1/98 SWIA971092
OUTBOARD LEFT AND OUTBOARD RIGHT DE-ICE BOOTS AND ENGINE INLET ON RIGHT SIDE WENT INOP WHEN ACTUATED. RETURNED TO LAX. PERFORMED FUNCTIONAL CHECK OF ALL EJECTOR VALVES AND CLEANED CANNON PLUGS ON DE-ICE MONITOR. ALL CHECKS GOOD AT THIS TIME.									
3010 COMA	261CA 120254	EMB EMB120RT				DE-ICE BOOTS	FAILED WINGS		3/21/98 COMA9810071
STABILIZER AND WING LEADING EDGE DE-ICE FAILED. REPAIRED LEAKS IN WING AND STABILIZER DE-ICE BOOTS.									
3230 SWIA	189SW 120048	EMB EMB120ER	PWA PW118A			RELAY BOX	FAILED LANDING GEAR		3/9/98 SWIA971101
GEAR WOULD NOT RETRACT NORMALLY HAD TO USE DOWN LOCK RELEASE. AURAL WARNING KEPT GOING OFF CONTINUALLY FLAPS, TRIM, AUTO FEATHER. REMOVED AND REPLACED LANDING GEAR RELAY BOX, OPS CHECKS GOOD.									
3230 SWIA	198SW 120227	EMB EMB120ER	PWA PW118A			CONTROL VALVE	FAILED RT MLG		3/9/98 SWIA971098
RIGHT MAIN LANDING GEAR WOULD NOT RETRACT. RETURNED TO FIELD. REPLACED LANDING GEAR CONTROL VALVE, OPS CKS GOOD.									
3260 SWIA	189SW 120048	EMB EMB120ER	PWA PW118A			SENSOR	FAILED NLG		3/9/98 SWIA971102
ON CLIMBOUT, AURAL WARNING FLAPS, TRIM, AUTO FEATHER CAME ON. RETURNED TO SAN. CHANGED NOSE GEAR PROXIMITY SENSOR FOR AIR GROUND, NO AURAL WARNINGS NOTED. ABLE TO DUPLICATE THOSE AURAL WARNINGS BY JACKING NOSE STRUT TO SIMULATE A BAD PROXIMITY SENSOR, OPS CHECKS GOOD.									
5753 SWIA	220SW 120288	EMB EMB120ER	PWA PW118A			ROLLERS	LACK OF LUBE TE FLAPS		3/9/98 SWIA971103
DEPARTED LAX, UPON FLAP RETRACTION FLAP DISAGREEMENT OCCURRED, SLIGHT ROLL WAS FELT DURING RETRACTION. FOLLOWED QRH INSTRUCTIONS, DID NOT SOLVE. RETURNED TO LAX. CHECKED FAULT CODES, LUBED FLAP ROLLERS AND CYCLED FLAPS 10 TIMES AND OPS CHECKS GOOD.									

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5753 COMA	152CA 120152	EMB EMB120RT				ROLLERS KRP138112VT	WORN TE FLAPS		3/23/98 COMA9810073
FLAP CONTROL FAULT WHEN FLAPS SELECTED FOR LANDING APPROACH. REPLACED THE RIGHT HAND INBOARD FLAP ROLLERS.									
7712 COMA	161CA 120143	EMB EMB120RT				TQ SIGNAL COND	MALFUNCTION LT ENGINE	13120 28	3/18/98 COMA9810070
AUTO FEATHER SYSTEM DOES NOT TEST. REPLACED THE LEFT ENGINE TORQUE SIGNAL CONDITIONER.									
2160 USAA	883US 11337	FOKKER F28MK0100				TEMP CNTRL VALVE 32898981	FAILED RT PACK	16267	2/28/98 USAAF98024
FLT 1773 - CLT - SHORTLY AFTER TAKEOFF FROM CLT, THE AIR CONDITIONING CABIN SUPPLY TEMPERATURE REACHED 134 F. CREW CYCLED THE PACK ON AND OFF. HIGH CABIN SUPPLY TEMP STILL EXISTED. SINCE THE LEFT AIR CONDITIONING PACK WAS ON MEL, THE FLIGHT RETURNED TO CLT AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE ADJUSTED LEFT PRSOV AND REPLACED THE RIGHT TEMPERATURE CONTROL VALVE. (M)									
3260 USAA	866US 11310	FOKKER F28MK0100				SENSOR	OUT OF ADJUST LANDING GEAR		2/28/98 USAAF98023
FLT 533 - GSO - AFTER TAKEOFF FROM GSO, CREW WAS UNABLE TO RETRACT THE LANDING GEAR. MANUAL OVERRIDE GEAR RETRACTION WAS SUCCESSFUL. AT APPROXIMATELY 8000 FT THE FOLLOWING MESSAGES APPEARED ON THE MULTI-FUNCTION DISPLAY 'GND/FLT CONTROL', 'L/D FAULT', AND 'TCAS FAULT'. CREW DECLARED AN EMERGENCY AND FLIGHT RETURNED TO GSO. FLIGHT LANDED WITHOUT FURTHER INCIDENT. UPON LANDING, ALL FAULT MESSAGES EXTINGUISHED. MAINTENANCE PSEU TEST REVEALED THE 3LH PROXIMITY GND/FLT SENSOR READS FAR/OFF. MAINTENANCE ADJUSTED THE 3LH SENSOR. GEAR SWING WAS NORMAL. (M)									
3350 QXEA	493US 11161	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/18/98 QXEA9800395
SEA - EMERGENCY LIGHT AT ROW 9E IS BURNT OUT. RELAMPED, OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE.									
3350 QXEA	480AU 11229	FOKKER F28MK4000			GRIMES 5515800106	CIRCUIT CARD 5515900004	INOPERATIVE CABIN		3/18/98 QXEA9800392
SEA- AFT EMERGENCY EXIT SIGN IS INOP. REPLACED CIRCUIT CARD. OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE.									
3350 QXEA	487US 11238	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/18/98 QXEA9800393
PDX- LEFT FORWARD EMERGENCY EXIT LIGHT INOP. RELAMPED, OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE.									
3350 QXEA	487US 11238	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/18/98 QXEA9800394
PDX - OVERHEAD EMERGENCY EXIT LIGHTS INOP. RELAMPED EXIT LIGHTS. OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE.									
5210 QXEA	476US 11224	FOKKER F28MK4000				SKIN	DENTED PAX DOOR		2/17/98 QXEA9800368
PDX - MAIN CABIN DOOR TWO CENTER RIVET ROWS ON OUTSIDE SKIN STRIP HAS DENTS. REPAIRED IAW HORIZON EA 4-52-119A.									
5220 QXEA	476US 11224	FOKKER F28MK4000				FRAME	CRACKED EMER EXIT		2/2/98 QXEA9800348
PDX - RIGHT AFT OVERWING EMERGENCY EXIT DOOR FRAME TOP AFT CORNER IS CRACKED. REMOVED AND REPLACED FRAME IAW HORIZON EO 4-52-21C.									
5230 QXEA	476US 11224	FOKKER F28MK4000				SKIN	DENTED CARGO DOOR		2/6/98 QXEA9800335
PDX - FORWARD CARGO COMPARTMENT CENTER DOOR FORWARD BOTTOM CORNER OF DOOR STRUCTURE HAS SEVERAL HEAVY DENTS. REPAIRED IAW FOKKER SRM 52-30-00, FIGURE 2 AND SRM 51-31-01.									

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5280 QXEA	476US 11224	FOKKER F28MK4000				HINGE	CORRODED LT MLG DOOR	2/6/98	QXEA9800387
PDX - LIGHT CORROSION ON FUSELAGE STRUCTURE INSIDE LEFT MAIN LANDING GEAR WHEEL WELL, ALONG ATTACHING POINT OF INBOARD DOOR HINGE. REPAIRED IAW HORIZON AIR EA 4-53-359.									
5280 QXEA	476US 11224	FOKKER F28MK4000				DOOR	CHAFING RT MLG	2/5/98	QXEA9800346
PDX - RIGHT MAIN LANDING GEAR INBOARD DOOR IS CHAFFING AGAINST FUSELAGE STRUCTURE AT OUTBOARD AFT EDGE OF WHEEL WELL. REPAIRED IAW HORIZON AIR EA 4-53-372.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	CORRODED FUSELAGE	2/6/98	QXEA9800334
PDX - FRAME 14755 AT STRINGER 74 AND 3. NUTPLATES ARE CORRODED SUSPECT FRAME CORROSION. REPAIRED IAW FOKKER SRM 53-02-12 AND HORIZON EA 4-53-354.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	CORRODED FUSELAGE	2/16/98	QXEA9800340
PDX - FRAME 13815B AT STRINGER 74 HAS A HEAVY CORROSION BUBBLE 1 INCH DIAMETER. DRILLED UP NEW PART AND INSTALLED WITH SOLID RIVETS IAW FOKKER SRM 51-31-01, 51-10-05.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	DENTED FUSELAGE	2/6/98	QXEA9800372
PDX - DENT IN LEFT FORWARD OF OBLIQUE FRAME 41-2, 8 INCHES BELOW RED PAINT. REPAIRED IAW FOKKER SRM 53-02-02, FIGURE 1, PAGE 2, SRM 53-02-04, FIGURE 3, PAGE 5 AND SRM 51-31-01.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	CHAFED FUSELAGE	2/14/98	QXEA9800375
PDX - FRAME 18575 CHAFFED FROM CONTACT WITH WIRE BUNDLE AT STRINGER 58.4 LONG BY .15 WIDTH BY .013 DEPTH. REPAIRED IAW HORIZON EA 4-53-385.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	BUCKLED FUSELAGE	2/16/98	QXEA9800341
PDX - FRAME 14285 IS BUCKLED AT TWO LOCATIONS STRINGER 72 BETWEEN STRINGER 2 AND 3. REPAIRED IAW HORIZON EA 4-53-366.									
5311 QXEA	488US 11240	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE	2/27/98	QXEA9800436
CRACK AND CORROSION ON FRAME CASTELLATION BETWEEN STRINGER 73 AND 74. REPAIRED IAW FOKKER SRM 53-02-13.									
5311 QXEA	488US 11240	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE	2/27/98	QXEA9800435
CRACK IN CASTELLATION BETWEEN STRINGER 1 AND 2 ON FRAME 15205. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	488US 11240	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE	2/27/98	QXEA9800431
CRACK IN THE CASTELLATION ON FRAME 13815A AND BETWEEN STRINGER 72 AND 73. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5311 QXEA	488US 11240	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE	2/27/98	QXEA9800437
CRACK IN THE CASTELLATION AT FRAME 13815A BETWEEN STRINGER 2 AND 3. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									

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5312 QXEA	476US 11224	FOKKER F28MK4000				BULKHEAD BEAM	CRACKED PRESS BLKHD		2/5/98 QXEA9800331
PDX - PREVIOUS DOUBLER REPAIR AT TOP SURFACE OF HORIZONTAL BEAM VI APPEARS TO BE CRACKED ON FORWARD SIDE OF FORWARD PRESSURE BULKHEAD. REPAIRED IAW HORIZON EA 4-53-370.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800424
CRACK ON STRINGER 33, FORWARD OF FRAME 13815. FABRICATED REPAIR, ETCHED, ALODINED, PRIMED AND INSTALLED REPAIR IAW FOKKER SRM 51-31-01 AND SRM 53-02-06, FIGURE 6.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800425
CRACK ON STRINGER 31 FORWARD OF FRAME 13815. FABRICATED REPAIR, ETCHED, ALODINED, PRIMED AND INSTALLED REPAIR IAW FOKKER SRM 51-31-01 AND SRM 53-02-06, FIGURE 6.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800396
FUSELAGE STRINGER 52 AT FRAME 16060 IS CRACKED AT THE WASHERED RIVET. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED ALODINED AND PRIMED, INSTALLED IAW FOKKER SRM 51-31-01.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800397
FUSELAGE STRINGER 47 AT FRAME 16060 IS CRACKED AT THE WASHERED RIVET. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED ALODINED AND PRIMED, INSTALLED IAW FOKKER SRM 51-31-01.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800399
FUSELAGE STRINGER 53 AT FRAME 16060 IS CRACKED AT THE WASHERED RIVET. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED ALODINED AND PAINTED, INSTALLED IAW FOKKER SRM 51-31-01.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800426
CRACK ON STRINGER 38 FORWARD OF FRAME 13815. FABRICATED, REPAIR, ETCHED, ALODINED, PRIMED AND INSTALLED REPAIR IAW FOKKER SRM 51-31-01 AND SRM 53-02-06, FIGURE 1.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800423
CRACK I/B STRINGER 34 FORWARD OF FRAME 13815. FABRICATED REPAIR, ETCHED, ALODINED, PRIMED AND INSTALLED IAW FOKKER SRM 51-31-01 AND SRM 53-02-06, FIGURE 6.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800427
CRACK ON STRINGER 32 FORWARD OF FRAME 13815B. FABRICATED REPAIR, ETCHED, ALODINED, PRIMED AND INSTALLED REPAIR IAW FOKKER SRM 51-31-01 AND SRM 53-02-06.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800428
CRACK AFT OF FRAME 13815 ON STRINGER 35. FABRICATED REPAIR, ETCHED, ALODINED, PRIMED AND INSTALLED REPAIR IAW FOKKER SRM 51-31-01 AND SRM 53-02-06, FIGURE 6.									
5315 QXEA	476US 11224	FOKKER F28MK4000				FLOORBEAM	CRACKED FUSELAGE		2/9/98 QXEA9800365
PDX - FLOORBEAM AT FRAME 3820 AND BL1120 RIGHT IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-14, PAGE 2, FIGURE 1.									

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5315 QXEA	476US 11224	FOKKER F28MK4000				FLOORBEAM	CRACKED FUSELAGE		2/9/98 QXEA9800364
PDX - FLOORBEAM AT BL1120 IS CRACKED 6 INCHES AFT OF FRAME 3450. REPAIRED IAW FOKKER SRM 51-31-01.									
5315 QXEA	476US 11224	FOKKER F28MK4000				FLOORBEAM	BUCKLED FUSELAGE		2/6/98 QXEA9800385
PDX - FLOORBEAM BETWEEN FRAME 16060 AND 16660 BL 0 IS BUCKLED AT THE NUTPLATES. REPAIRED IAW HORIZON AIR EA 4-53-347.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	DAMAGED FUSELAGE		2/24/98 QXEA9800381
PDX - LEFT OBLIQUE FRAME 16-2 CONNECTION ANGLE REPAIR AT STRINGER 33, FORWARD SIDE. REPAIRED IAW FOKKER SRM 53-10-05, SRM 51-30-02.									
5320 QXEA	476US 11224	FOKKER F28MK4000				WEB	CRACKED RT WING		2/8/98 QXEA9800391
PDX - WEB THAT TIES THE PNEUMATIC TUNNEL WALL TO THE LOWER WING SKIN IS CRACKED IN FOUR LOCATIONS AT STRINGER CUT OUT, VISIBLE THROUGH PANEL 95D, RIGHT. REPAIRED IAW HORIZON AIR EA 4-53-349.									
5320 QXEA	476US 11224	FOKKER F28MK4000				WEB	CRACKED LT WING		2/8/98 QXEA9800390
PDX - WEB THAT TIES THE PNEUMATIC TUNNEL WALL TO THE LOWER WING SKIN IS CRACKED IN FOUR LOCATIONS AT STRINGER CUT OUTS ABOVE THE AFT END OF THE UPPER ACCUMULATOR. REPAIRED IAW HORIZON AIR EA 4-53-349.									
5320 QXEA	476US 11224	FOKKER F28MK4000				RIVET	MISINSTALLED CARGO COMPT		2/21/98 QXEA9800384
PDX - FORWARD CARGO COMPARTMENT FLOOR FRAME 4610 HAS HAD SEVERAL SHORT ANTI-CHAFE STRIPS. STRIPS WERE INSTALLED WITH MULTIPLE CHERRY MAX RIVETS THROUGH FRAME WITH ALL NEW HOLES DRILLED. ONE NEW RIVET IS INSTALLED THROUGH PREVIOUS SOLID RIVET ON FRAME. REMOVED AND REPLACED PREVIOUS SPLICE AT FRAME 4610 IAW FOKKER SRM 51-31-01, PAGE 13-17, PARAGRAPH 7.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/5/98 QXEA9800386
PDX - CRACKS FOUND ON ANGLE/CHANNEL INSIDE RIGHT MAIN LANDING GEAR WHEEL WELL, AT UPPER OUTBOARD, AFT CORNER, JUST FORWARD OF FRAME 13345. REPAIRED IAW HORIZON AIR EA 4-53-344.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800350
PDX - CLIP CRACKED FRAME 9305A STRINGER 39. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	DAMAGED FUSELAGE		2/11/98 QXEA9800380
PDX - OBLIQUE FRAME 16-2 STRINGER 26 CLIP REPAIR. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 5, FIGURE 3.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800357
PDX - CLIP CRACKED FRAME 6305 STRINGER 43. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800358
PDX - CRACKED CLIP FRAME 6305 AND STRINGER 39. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									

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5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800359
PDX - CLIP CRACKED AT FRAME 9305A AND STRINGER 29. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800360
PDX - CLIP CRACKED AT FRAME 9305A STRINGER 28. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800355
PDX - CLIP CRACK FRAME 9305 STRINGER 40. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800354
PDX - CLIP CRACK FRAMED 9305 STRINGER 43. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800353
PDX - CLIP CRACKED FRAME 9305 STRINGER 45. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800351
PDX - CLIP CRACKED FRAME 9305A AT STRINGER 38. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800356
PDX - CLIP CRACK AT FRAME 8805 STRINGER 43. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800349
PDX - CLIP CRACKED AND ONE IMPROPER FASTENER AT FRAME 9305A STRINGER 40. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/3/98 QXEA9800361
PDX - INSIDE CABIN FRAME 13815B HAS A CRACKED CLIP BETWEEN STRINGERS 45 AND 46. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				JAMB	GOUGED CARGO DOOR		2/5/98 QXEA9800332
PDX - CENTER CARGO DOOR UPPER FORWARD JAMB STRUCTURE HAS A GOUGE 2.2 INCHES IN LENGTH, 2.0 INCHES IN WIDTH AND APPROXIMATELY .025 INCH DEPTH AT THE UPPER SECTION OF THE JAMB STRUCTURE FOR THE CENTER CARGO DOOR. REPAIRED IAW FOKKER SRM 53-02-16, PAGE 3, FIGURE 1.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/3/98 QXEA9800362
PDX - INSIDE CABIN FRAME 13815A HAS A CRACKED CLIP BETWEEN STRINGERS 46-47. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				STIFFENER	CRACKED FUSELAGE		2/6/98 QXEA9800373
PDX - STIFFENER CRACKED ON RIGHT OBLIQUE FRAME 16-2 AT STRINGER 62. REPAIRED IAW FOKKER SRM 51-31-01.									

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5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800378
PDX - LEFT OBLIQUE FRAME 16-2 CONNECTION ANGLE CRACKED AT STRINGER 26 FORWARD SIDE. REPAIRED IAW FOKKER SRM 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				WALL	DENTED RT ACM		2/4/98 QXEA9800345
PDX - THREE DENTS ON WALL BEHIND HEAT EXCHANGER LOWER AFT CORNER, RIGHT AIR CYCLE MACHINE. FABRICATED AND INSTALLED DOUBLER REPAIR IAW FOKKER SRM 53-02-01, FIGURE 4.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800352
PDX - CLIP CRACKED FRAME 9305 STRINGER 35. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800347
PDX - FRAME 9305C AND STRINGER 34 THERE IS A CRACKED CLIP. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/5/98 QXEA9800363
PDX - CRACKED CLIP AT FRAME 8305 STRINGER 17/18. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/19/98 QXEA9800376
PDX - RIGHT FRAME 18575 SKIN CONNECTION ANGLE CRACKED PASSED STOP DRILL. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2, PAGE 4.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800377
PDX - LEFT OBLIQUE FRAME 16-2 CONNECTION ANGLE CRACKED AT STRINGER 25 FORWARD SIDE. REPAIRED IAW FOKKER SRM 53-01-01, 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				WALL	BUCKLED RT ACM		2/4/98 QXEA9800344
PDX - WALL IN FRONT OF LOWER AFT MOUNT FOR RIGHT AIR CYCLE MACHINE HEAT EXCHANGER IS BUCKLED. FABRICATED AND INSTALLED DOUBLER REPAIR IAW FOKKER SRM 53-02-01, FIGURE 4.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	DAMAGED FUSELAGE		2/11/98 QXEA9800379
PDX - OBLIQUE FRAME 16-2 STRINGER 25 CLIP REPAIR. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 5, FIGURE 3.									
5320 QXEA	476US 11224	FOKKER F28MK4000				SPLICE	CORRODED FUSELAGE		2/16/98 QXEA9800339
PDX - FRAME 13815A AT STRINGER 74 HAS CORROSION VISIBLE FROM UNDERSIDE OF FRAME SPLICE. INSTALLED FRAME SPLICE IAW HORIZON EA 4-53-365.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CORRODED FUSELAGE		2/7/98 QXEA9800337
PDX - FORWARD CARGO COMPARTMENT FLOOR FRAME 5305 TOP ANGLE HAS HEAVY EXFOILATION TYPE CORROSION BETWEEN STRINGERS 1 AND 74. REPAIRED IAW HORIZON EA 4-53-156.									
5320 QXEA	476US 11224	FOKKER F28MK4000				AUX BEAM	CRACKED FUSELAGE		2/22/98 QXEA9800369
PDX - CRACK ACROSS AUXILIARY BEAM EXTENSION OF BL1127 RT JUST FORWARD OF FRAME 3820. REPAIRED IAW FOKKER SRM 51-10-14, SRM 53-02-14, PAGE 2, FIGURE 1.									

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5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CORRODED CARGO COMPT	2/7/98	QXEA9800336
PDX - FORWARD CARGO BAY FLOOR FRAME 9305 TOP ANGLE HAS EXFOILATION TYPE CORROSION AT CENTER OF FRAME ANGLE BETWEEN STRINGERS 1 AND 74. REPAIRED IAW FOKKER SRM 53-02-12, PAGE 6 AND 7, SRM 51-31-01 AND SRM 51-30-02.									
5320 QXEA	476US 11224	FOKKER F28MK4000				JAMB	GOUGED CARGO DOOR	2/5/98	QXEA9800333
PDX - FORWARD CARGO DOOR LOWER FORWARD JAMB STRUCTURE HAS A GOUGE 1.6 INCHES IN LENTH, 1 INCH IN WIDTH AND APPROXIMATELY .015 IN DEPTH AT THE LOWER SECTION OF THE JAMB STRUCTURE FOR THE FORWARD CARGO DOOR. REPAIRED IAW FOKKER SRM 53-02-16, PAGE 3, FIGURE 1.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	2/23/98	QXEA9800400
CLIP IS CRACKED FORWARD OF FRAME 15205 AT STRINGER 25. FABRICATED REPAIR IAW FOKKER 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	2/23/98	QXEA9800408
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 BETWEEN STRINGERS 56 AND 57. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	2/23/98	QXEA9800406
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 BETWEEN STRINGERS 38 AND 39. FABRICATED REPAIR IAW FOKKER SRM 53-02-13 FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	2/23/98	QXEA9800405
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 AT LEFTHAND LOWER STUB WING ATTACH POINT. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	2/23/98	QXEA9800404
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 AT LEFTHAND UPPER STUB WING ATTACH POINT. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED, PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	2/23/98	QXEA9800403
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 BETWEEN STRINGERS 36 AND 37. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED ALODINED AND PRIMED. INSTALLED REPAIR AIW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	2/23/98	QXEA9800401
CLIP IS CRACKED FORWARD OF FRAME 15205 AT STRINGER 21. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	2/24/98	QXEA9800398
CLIP CRACKED AT AFT SIDE OF FRAME 10346 STRINGER 32. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									

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5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800409
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 BETWEEN STRINGERS 54 AND 55. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800402
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 BETWEEN STRINGERS 28 AND 29. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800420
CLIP CRACKED ON AFT SIDE OF FRAME 13815A AT STRINGER 28. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800407
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 BETWEEN STRINGERS 58 AND 59. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800434
CLIP IS CRACKED ON AFT SIDE OF FRAME 12875 AT STRINGER 45. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, ETCHED, ALODINED, PRIMED AND INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800433
CLIP IS CRACKED ON AFT SIDE OF FRAME 12875 AT STRINGER 46. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED, PRIMED AND INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800430
CLIP CRACKED ON AFT SIDE OF FRAME 13815A AT STRINGER 27. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800429
CLIP CRACKED ON AFT SIDE OF FRAME 13815A AT STRINGER 45. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800422
CLIP IS CRACKED ON AFT SIDE OF FRAME 12875 AT STRINGER 29. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800421
CLIP IS CRACKED ON AFT SIDE FRAME 12875 AT STRINGER 37. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800419
CLIP IS CRACKED AT AFT SIDE OF FRAME 13815B AT STRINGER 47. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									

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5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800418
CLIP IS CRACKED AT AFT SIDE OF FRAME 13815B AT STRINGER 44. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800417
CLIP IS CRACKED AT AFT SIDE OF FRAME 13815B AT STRINGER 28. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800411
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 ON TOP OF STUB WING ATTACH POINT. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800410
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 ON BOTTOM RIGHT STUB WING ATTACH POINT. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800412
CLIP IS CRACKED ON FORWARD SIDE OF FRAME 15205 AT STRINGER 50. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED ALODINED AND PRIMED. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800413
CRACKED CLIP AT AFT SIDE OF FRAME 14765 AT STRINGER 25. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800415
CRACKED CLIP AT AFT SIDE OF FRAME 14755 AT STRINGER 56. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800414
CRACKED CLIP AT AFT SIDE OF FRAME 14755 AT STRINGER 39. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/23/98 QXEA9800416
CLIP CRACKED ON AFT SIDE OF FRAME 15285 AT STRINGER 36. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2, ETCHED, ALODINED AND PRIMED. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5330 USAA	887US 11349	FOKKER F28MK0100				SKIN	DELAMINATED FUSELAGE	15777	3/1/98 USAA980051
PIT - DURING Q-1 CHECK, FOUND RT SKIN DELAMINATION AND SIGNS OF DISCOLORATION BETWEEN FRAMES 23011 AND 24611 AT STRINGER 53. CUT OUT DAMAGED AREA AND INSTALLED DOUBLER REPAIR 12 INCH BY 8 INCH PER US AIRWAYS EA 29352A. (M)									
5330 QXEA	476US 11224	FOKKER F28MK4000				SKIN	DENTED FUSELAGE		2/12/98 QXEA9800374
PDX - DENT IN LEFT SKIN AND DAMAGE TO BONDED STRINGER. REPAIRED IAW FOKKER SRM 51-31-01, SRM AND 51-30-02.									

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5330 QXEA	476US 11224	FOKKER F28MK4000				SKIN	DENTED FUSELAGE		2/5/98 QXEA9800370
PDX - DENT IN BELLY SKIN BL0.00 SIX INCHES FORWARD OF PANEL 41A. REPAIRED IAW FOKKER SRM 51-31-01 AND HORIZON EA 4-53-256A.									
5330 QXEA	476US 11224	FOKKER F28MK4000				SKIN	DENTED FUSELAGE		2/8/98 QXEA9800338
PDX - LARGE DENT ON FUSELAGE EXTERIOR SKIN (LEFT SIDE, SKIN APPEARS TO BE BUCKLED) LOCATED ON FRAME 6305 APPROXIMATELY 6 INCHES BELOW TOP JOINT. FABRICATED SHEAR TIE IAW FOKKER SRM 53-02-11, FIGURE 1, SHEET 2 OF 2, PAGE 5, INSTALLED IAW FOKKER SRM 51-31-01. SHEAR TIE ONLY.									
5330 QXEA	476US 11224	FOKKER F28MK4000				SKIN	DAMAGED FUSELAGE		2/26/98 QXEA9800343
PDX - CREASE IN BELLY SKIN AFT OF FRAME 16660 BETWEEN STRINGERS 2 AND 73. FABRICATED NEW CLIPS USING 2024T3 .040. INSTALLED IAW FOKKER SRM 53-02-13, FIGURE 2, PAGE 4.									
5330 QXEA	476US 11224	FOKKER F28MK4000				SKIN	CORRODED CARGO DOORWAY		2/16/98 QXEA9800342
PDX - REAR CARGO ENTRY WAY REINFORCED SKIN AT FRAME 16060 HAS BEEN BLENDED BEYOND SRM LIMITS. FABRICATED AND INSTALLED DOUBLER OF .050 2029T3 IAW FOKKER SRM 53-02-01, PAGE 6, FIGURE 4. ALODINED AND PAINTED DOUBLER IAW FOKKER SRM 51-10-04, PAGE 9									
5347 QXEA	476US 11224	FOKKER F28MK4000				SEAT TRACK	DAMAGED CABIN		2/15/98 QXEA9800366
PDX - DAMAGE IN SEAT TRACK SIX INCHES FORWARD OF FRAME 5805, MEASURED .289 DEEP, LEFT INBOARD SEAT TRACK. REPAIRED IAW FOKKER SRM 53-02-15, PAGE 3, FIGURE 1.									
5347 QXEA	476US 11224	FOKKER F28MK4000				SEAT TRACK	GOUGED CABIN		2/15/98 QXEA9800367
PDX - LEFT INBOARD SEAT TRACK HAS TWO GOUGES ON THE TOP FLANGE SEVEN INCHES BEHIND FRAME 10346 THAT HAVE BEEN BLENDED BEYOND LIMITS. BLENDING EXTENDS .030 TO .040 DOWN INTO RADIUS OF SEAT TRACK MOUNTING HOLE. REPAIRED IAW FOKKER SRM 53-02-15									
5347 QXEA	488US 11240	FOKKER F28MK4000				SEAT TRACK	GOUGED CABIN		2/25/98 QXEA9800432
NICKS AND GOUGES ON LEFTHAND OUTBOARD SEAT TRACK CHANNEL APPROXIMATELY 3.5 IN LENGTH FORWARD OF FRAME 6805. REPLACED DAMAGED SEAT TRACK SECTION PER FOKKER SRM 53-02-15.									
5511 QXEA	476US 11224	FOKKER F28MK4000				SPAR WEB	CRACKED HORIZ STAB		2/26/98 QXEA9800383
PDX - HORIZONTAL STAB SPAR WEB BETWEEN RIBS 3145 AND 3800 ON LEADING EDGE. INSTALLED NUT PLATES ON LEADING EDGE TOP AND BOTTOM BETWEEN RIBS 3145 AND 3800.									
5532 QXEA	476US 11224	FOKKER F28MK4000				SKIN	CRACKED VERT STAB		2/7/98 QXEA9800382
PDX - RIB 3.4 IN VERTICAL STAB IS CRACKED AT LEFT AND RIGHT AFT CORNERS AT COVE ATTACH POINT. REPAIRED IAW HORIZON AIR EA 4-55-46.									
5720 QXEA	476US 11224	FOKKER F28MK4000				VANE	DENTED RT WING		2/6/98 QXEA9800388
PDX - RIGHT WING OUTBOARD FLAP VANE INBOARD TOP SIDE DENTED DOWN AT DOUBLER FOR SHROUD PANEL. REPAIRED IAW FOKKER SRM 57-02-06, FIGURE 4, PAGE 6-7.									
5720 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED WS 1700		2/8/98 QXEA9800389
PDX - CENTER WING LOWER SKIN 2 STRINGER TO BELLY FAIRING ATTACH CLIP IS CRACKED AT THE 7TH STRINGER BACK FROM FRONT OF CENTER WING AND WS 1700. REPAIRED IAW FOKKER SRM 53-02-17, PAGE 10, FIGURE 6 AND SRM 51-30-02.									

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5755 QXEA	476US 11224	FOKKER F28MK4000				SKIN	LOOSE LT SPEED BRAKE		2/6/98 QXEA9800371
PDX - LEFT SPEED BRAKE FLAP INTERNAL SKIN RIVETS LOOSE. REPAIRED IAW FOKKER SRM 51-31-05 AND HORIZON EA 4-53-352.									
7602 QXEA	476US 11224	FOKKER F28MK4000				ARM	CRACKED MIXTURE SUPPORT		2/4/98 QXEA9800330
PDX - MIXTURE SUPPORT ARM IS CRACKED ON THE 9 O'CLOCK POSITION OUTBOARD APPROXIMATELY 2 INCHES FROM CENTER LINE. REPAIRED IAW HORIZON EA 4-78-08 STEPS 1-3.									
2450 VTZA	312UE 41025	JETAIR JETSTM4101				PDU A2105E	FAILED RIGHT		2/15/98 VTZA98064
IAD-JFK - FLT 6305 - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO ELECTRICAL PROBLEM ON THE NON ESSENTIAL BUS POWER WAS INTERMITTENT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RT PDU, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2611 VTZA	324UE 41017	JETAIR JETSTM4101				SMOKE DETECTOR 7211121100	FAILED COMPT		2/24/98 VTZA98090
FLT 6479 - ORF-IAD - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO MAIN BAGGAGE BAY SMOKE DETECTOR WOULD NOT TEST. AIRCRAFT WAS FERRIED TO IAD WHERE MAINTENANCE INSPECTED AND REMOVED AND REPLACED AFT SMOKE DETECTOR. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3020 VTZA	308UE 41023	JETAIR JETSTM4101				CCT DE-ICE	FAILED NR 2 ENGINE		2/4/98 VTZA98050
FLT 6290 - IAD-DAY - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO NR 2 CCT DE-ICE FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND IS STILL WORKING ON PROBLEM. (M)									
3150 VTZA	327UE 41080	JETAIR JETSTM4101				T/O WARNING	SOUNDED COCKPIT		2/26/98 VTZA98097
FLT 6326 - IAD-ROC - AIRCRAFT ABORTED TAKEOFF DUE TO CWS SOUNDED DURING TAKEOFF ROLL. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND GROUND RAN AIRCRAFT AND COULD NOT DUPLICATE PROBLEM. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3234 VTZA	321UE 41045	JETAIR JETSTM4101				WIRE	BROKEN GEAR SELECTOR		2/23/98 VTZA98088
FLT 6309 - BWI-BOS - DURING TAKEOFF, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO LANDING GEAR WOULD NOT RETRACT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. AIRCRAFT FERRIED TO IAD WHERE MAINTENANCE INSPECTED AND REPAIRED BROKEN WIRE TO PIN M AT THE GEAR SELECTOR CONNECTOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3250 VTZA	316UE 41055	JETAIR JETSTM4101				STEERING SHAFT 14132012407	LACK OF LUBE NLG		2/24/98 VTZA98092
FLT 6510 - IAD-LGA - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO NOSE STEERING STUCK TO THE LEFT. MAINTENANCE INSPECTED AND RERACKED PLUS LUBED RACK AND PINNION NLG STEERING. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3320 VTZA	311UE 41029	JETAIR JETSTM4101				SOCKET 1722334	FAILED CABIN		2/18/98 VTZA98077
FLT 6198 - IAD-BDI - DURING APPROACH, AIRCRAFT MADE AN SCHEDULED LANDING WITH ONE DISCREPANCY WHICH WAS SMOKE SMELL FROM ROW 8 AFT OF LAV AREA. MAINTENANCE INSPECTED AND OPENED DMI 50-453, MEL 33-7 ON LIGHT SOCKET. MAINTENANCE CLOSED DMI 50453 ON 2-20-98 BY REMOVING AND REPLACING LIGHT SOCKET AT ROW 10A. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

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3350 VTZA	307UE 41021	JETAIR JETSTM4101				BATTERY PACK 6134051	DISCHARGED CABIN		3/5/98 VTZA98109
FLT 6356 - PWM-BOS - DURING TAXI, EXPERIENCED A DISCREPANCY WITH THE EMERGENCY LIGHTS AT THE LEFT EXIT ROW NOT ILLUMINATING. RETURNED TO GATE WHERE MAINTENANCE CONTROL WAS NOTIFIED. AIRCRAFT WAS FERRIED TO IAD MX FACILITY WHERE MAINTENANCE TROUBLESHOT THE DISCREPANCY AND FOUND THE NR 3 BATTERY PACK HAD DISCHARGED. MAINTENANCE REMOVED AND REPLACED THE NR 3 BATTERY PACK IAW MX PROCEDURES. ALL CHECK WERE ACCOMPLISHED AS OUTLINED IN THE MM. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3350 VTZA	319UE 41042	JETAIR JETSTM4101				BATTERY PACK 6134051	DISCHARGED CABIN		2/20/98 VTZA98085
FLT 6211 - IAD-PVD - DURING TAXI, EXPERIENCED A DISCREPANCY WITH THE CENTER EMERGENCY LIGHTS NOT ILLUMINATING. AIRCRAFT RETURNED TO GATE WHERE MAINTENANCE CONTROL AND MAINTENANCE WAS NOTIFIED. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK FOR THE CENTER EMERGENCY LIGHTS IAW MX PROCEDURES. ALL CHECKS WERE ACCOMPLISHED AS OUTLINED IN THE MM. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3417 VTZA	309UE 41022	JETAIR JETSTM4101				DADC 7000700966	RERACKED NR 2		2/4/98 VTZA98043
FLT 6264 - BTV-IAD - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO NR 2 DADC AND NR 2 AHRS FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND RERACKED NR 2 DADC AND NR 2 AHRS. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3417 VTZA	323UE 41059	JETAIR JETSTM4101				DADC 7000700966	FAILED AVIONICS		2/24/98 VTZA98091
FLT 6267 - IAD-BTV - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO BOTH ASI INOP. AIRCRAFT WENT OT GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTION AND REMOVED AND REPLACED DADC. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3425 VTZA	331UE 41099	JETAIR JETSTM4101				AHRS 7003360948	FAILED NR 2		2/5/98 VTZA98048
FLT 6342 - IAD-EWR - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO NR 2 AHRS FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED NR 2 AHRS, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURNED TO SERVICE. (M)									
3520 VTZA	302UE 41013	JETAIR JETSTM4101				OXYGEN MASKS 17459910	WOULD NOT STOW CABIN		3/4/98 VTZA98104
FLT 6543 - EWR-IAD - DURING TAXI, MADE A SCHEDULED LANDING AT IAD WITH ONE DISCREPANCY WHICH WAS OXYGEN MASKS AT ROW 5BC WILL NOT STOW. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 06992 MEL 35.1. MAINTENANCE CLOSED DMI 06992 ON 3-4-98 BY RESTOWING OXYGEN MASKS IN ROW 5BC. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5210 VTZA	313UE 41026	JETAIR JETSTM4101				SHEAR BOLTS NAS620313D	DIRTY PASS DOOR		2/16/98 VTZA98066
FLT 6275 - BWI-BOS - DURING CLIMB, AIRCRAFT MADE A UNSCHEDULED LANDING AT BWI DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED AND LUBED DOOR SHEAR BOLTS. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5220 VTZA	330UE 41098	JETAIR JETSTM4101				EMER EXIT DOOR	NOT LATCHED CABIN		2/1/98 VTZA98038
FLT 6456 - IAD-JFK - ABORTED TAKEOFF DUE TO EMERGENCY EXIT WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND RESEATED AFT EMERGENCY EXIT DOOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5270 VTZA	324UE 41017	JETAIR JETSTM4101				SWITCH SP4594	DIRTY BAGGAGE DOOR		2/16/98 VTZA98067
FLT 6547 - IAD-ROA - AIRCRAFT ABORTED TAKEOFF DUE BAGGAGE DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 53313, MEL 52-4. MAINTENANCE CLOSED DMI 53313 ON 2-24-98 BY CLEANING MICROSWITCHES. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

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5270	324UE	JETAIR				SWITCH	FAILED		3/6/98
VTZA	41017	JETSTM4101				91SE16	CARGO DOOR		VTZA98110
FLT 6392 - IAD-BOS - DURING TAKEOFF, EXPERIENCED A DISCREPANCY WITH THE BAGGAGE DOOR WARNING LIGHT ILLUMINATED ON TAKEOFF ROLL. AIRCRAFT ABORTED TAKEOFF AND RETURNED TO GATE WHERE MAINTENANCE CONTROL WAS NOTIFIED. MAINTENANCE WAS DISPATCHED AND FOUND THAT THE AFT BAGGAGE BAY DOOR WARNING MICROSWITCH HAD FAILED. MAINTENANCE REMOVED AND REPLACED THE AFT BAGGAGE BAY DOOR MICROSWITCH IAW ALL MAINTENANCE PROCEDURES. ALL CHECKS WERE ACCOMPLISHED AS OUTLINED IN THE MM. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
5270	317UE	JETAIR				SWITCHES	OUT OR ADJUST		2/15/98
VTZA	41031	JETSTM4101				91SE16	PAX DOOR		VTZA98065
FLT 6225 - IAD-BOS - DURING TAKEOFF, AIRCRAFT ABORTED TAKEOFF DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 41886, MEL 52-2. MAINTENANCE CLOSED DMI 41886 ON 3-16-98 BY ADJUSTING PASSENGER DOOR MICROSWITCHES. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5610	309UE	JETAIR				WINDSHIELD	CRACKED		3/3/98
VTZA	41022	JETSTM4101				14156002410	RT COCKPIT		VTZA98107
FLT 6388 - IAD-MHT - DURING CRUISE, MADE AN UNSCHEDULED LANDING AT IAD DUE TO FO'S WINDSCREEN CRACKED AT OUTER PANE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED WINDSCREEN, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
6112	323UE	JETAIR				PROP HEAT	FAILED		3/2/98
VTZA	41059	JETSTM4101					LT PROP		VTZA98081
IAD-BDL - FLT 6212 - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO LEFT PROP HEAT FAILED IN LONG AND SHORT CYCLES. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED LEFT PROP. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7600	315UE	JETAIR				IEC	MALFUNCTIONED		2/4/98
VTZA	41033	JETSTM4101				21188408	RT ENGINE		VTZA98045
FLT 6508 - IAD-LGA - ABORTED TAKEOFF DUE TO RT ENGINE STARTED TO TTL. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND NR 2 BRIDGE INDICATION ERRONEOUS. MAINTENANCE SWITCHED TO NR 1 BRIDGE AND PERFORMED GROUND RUNS, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7600	321UE	JETAIR				IEC	LOOSE		2/5/98
VTZA	41045	JETSTM4101				21188408	RT		VTZA98047
FLT 6258 - IAD-ALB - DURING TAKEOFF, AIRCRAFT ABORTED TAKEOFF DUE TO RT IEC FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND TIGHTENED T2 SENSOR AND GROUND RAN AIRCRAFT. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7921	307UE	JETAIR				OIL COOLER FLAP	INOPERATIVE		2/10/98
VTZA	41021	JETSTM4101					RIGHT		VTZA98060
FLT 6190 - IAD-BDL - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO RT OIL COOLER FLAP INOP. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CYCLED POWER TO RT OIL COOLER FLAP ACTUATOR AND NO FAULTS FOUND, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR SERVICE. (M)									
7200	95CK	LEAR	GE			ENGINE	FAILED	10490	3/7/98
	248	25D	CJ6106				RT ENGINE	6684	98ZZZX1165
RIGHT ENGINE FLAMED OUT. ADJUSTED FUEL DENSITY. GROUND RUN SATISFACTORY. PERFORMED ALTITUDE ACCELERATION CHECK, ENGINE DID NOT PASS. REPLACED ENGINE WITH SERVICEABLE UNIT.									
5210	40CR	LEAR				LATCH PIN ARM	CRACKED		2/1/98
NI2R	144	55C					CABIN DOOR		NI2R032L
PERFORMED EDDY CURRENT TEST PER LEAR NDT MANUAL PART 3 52-10-01. DETECTED LINEAR INDICATION AT AREA 'F' AT APPROX 4 O'CLOCK POSITION. REFERENCE ST LOUIS TEST LAB 98F-0350. ACFT LANDINGS: 1,621. ACFT TT: 2,372 HOURS. TEST PERFORMED MARCH 2, 1998. (X)									

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2840 DALA	733DS 193C1224	LKHEED 10113851				MAGNA STICK 724400171	INOPERATIVE RT WING		3/23/98 DLL10980634
IN FLT HAD 2 RT BOOST PUMPS 1/2 LOW PRESS LIGHTS ON WITH CORRESPONDING LOW QTY LEVEL LIGHT. FLT DIVERTED INTO BHM FOR ADDITIONAL FUEL. DURING FUELING FOUND NR 1 MAGNA STICK READING FULL WITH EMPTY TANK. DEFUELED TANK AND METERED IN KNOWN QTY, FUEL QTY SYS OPN NORMAL. FWD NR 1 MAGNA STICK ON RT WING TO MCO AND PLACARD.									
3350 DALA	718DA 193C1097	LKHEED 10113851			P20700042	LIGHT	INOPERATIVE CABIN		3/22/98 DLL10980632
LOWER GALLEY LEFT SIDE EMERGENCY FLASHLIGHT INOP. FOUND MAGNET MISSING FROM HOLDER CAUSING LIGHT TO REMAIN ON WHEN STOWED. REPLACED HOLDER AND BATTERY.									
3350 DALA	733DS 193C1224	LKHEED 10113851			305	BULB 305	FAILED CABIN		3/17/98 DLL10980597
EXTERIOR EMERGENCY EXIT LIGHTS AT DOOR 3L 3R AND 4R ARE INOP.									
3350 DALA	740DA 193C1244	LKHEED 1011385115				BATTERY PACK 672320101	DISCHARGED CABIN		3/18/98 DLL14980609
EMERGENCY LIGHT PWR SUPPLY STAYS ON AFTER TURNING LIGHTS OFF. REPLACED BATTERY PACK.									
5312 CKSA	104CK 193N1193	LKHEED 1011385115				BULKHEAD CAP	CRACKED BS 1792		3/8/98 CKSA98094
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: BULKHEAD CAP 6:00 POS AT STA 1792 PREVIOUS REPAIR CRACKED. REMOVED DAMAGE. FABRICATED REPAIR DOUBLER IAW L1011 SRM 53-11-00 FIG 848. INSTALLED REPAIR IAW L1011 SRM 53-11-00 FIG 848. CORROSION TASK CARD NUMBER C53-160-04-00. NON-ROUTINE TASK CARD NUMBER 15869.									
5313 CKSA	104CK 193N1193	LKHEED 1011385115				STRINGER	CRACKED BS 1792		3/8/98 CKSA98092
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION, STRINGER 32 AT STA 1792 CRACKED. INSTALLED STRINGER REPAIR IAW L1011 SRM 53-13-00 PG 806. CORROSION TASK CARD NUMBER C53-120-04-03. NON-ROUTINE TASK CARD NUMBER 15868.									
5313 CKSA	104CK 193N1193	LKHEED 1011385115				STRINGER	CORRODED BS 970		3/8/98 CKSA98097
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION, STRINGER 32 HAS CORROSION AT STA 970. REMOVED CORRODED STRINGER DAMAGE AND FOUND OUT OF LIMITS IAW L1011 SRM 51-10-02. INSTALLED REPAIR IAW L1011 SRM 53-13-00 FIG 804. CORROSION TASK CARD NUMBER C53-130-06. NON-ROUTINE TASK CARD NUMBER 15893.									
5320 CKSA	104CK 193N1193	LKHEED 1011385115				ANGLE	CORRODED BS 969		3/8/98 CKSA98096
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION, KEELSON SUPPORT ANGLE CORRODED RBL45 STA 969. INSTALLED REPAIR DOUBLERS IAW AIA SKETCH AIA/E/2765 REV ORIG DTD 03 MAR 98 AND EA L1-53-017 DTD 06 MAR 98. CORROSION TASK CARD NUMBER C53-130-06-00. NON-ROUTINE TASK CARD NUMBER 15892.									
5320 CKSA	104CK 193N1193	LKHEED 1011385115				JAMB	CORRODED BS 1675		3/8/98 CKSA98093
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION AFT PIT DOOR JAM SILL, CORROSION AT FWD LOWER CORNER. REMOVED AND REPLACED CORRODED FILLER IAW L1011 SRM 51-40-01. CORROSION TASK CARD NUMBER C53-120-04-03. NON-ROUTINE TASK CARD NUMBER 15867.									
5330 CKSA	104CK 193N1193	LKHEED 1011385115				SKIN	BULGING BS 963/983		3/8/98 CKSA98095
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION, SKIN BULGING AT LONG 30 BETWEEN FS 963 AND FS 983. REMOVED DAMAGE AND FABRICATED REPAIR DOUBLERS IAW AIA SKETCH AIA/E/2767. INSTALLED REPAIR DOUBLER IAW AIA SKETCH AIA/E/2767 REV ORIG DTD 03 MAR 98 AND EA L1-53-018 DTD 06 MAR 98. CORROSION TASK CARD NUMBER C53-130-06-00. NON-ROUTINE TASK CARD NUMBER 15882.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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7200 DALA	761DA 193Y1208	LKHEED 10113853				ENGINE	MALFUNCTIONED NR 3	26199	3/18/98 DLL19980604
WHILE DES FROM FL310 TO FL290, NR 3 ENG VIBE LIGHT ILLUMINATED. VIBES ROSE RAPIDLY TO 3.5 CONFIRMED BOTH A AND B SENSORS. SHUT DOWN ENGINE PER POM. INSPECTED INLET AND EXHAUST, REMOVED AND INSPECTED CHIP DETECTORS, NO DEFECTS. LUBED FAN BLADES AND RAN ENG TO T/O POWER, ENG RUN GOOD. RETURNED TO SERVICE.									
3350 RAAA	178RV 188C2010	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		3/19/98 RAAA98E8006
AFT RT EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
6120 RAAA	1968R 188C2007	LKHEED 188C		ALLSN A6441FN606	ALLSN 6503835	ADAPTER 6526175	WORN NR 1 PROPELLER		2/20/98 RAAA98E9009
AFTER COMPLETION OF NR 4 PROPELLER INSTALLATION GROUND RUN WITH ENGINES IN HIGH SPEED GROUND IDLE AND POWER LEVERS IN GROUND RANGE MAINT PERSONNEL NOTED HEAVY, ABNORMAL VIBRATION. SHUTDOWN NR 4 ENGINE WITH EMERGENCY HANDLE AND VIBRATION CONTINUED. VIBRATION CHANGE NOTED WITH NR 1 ENGINE POWER LEVER MOVEMENT. SHUTDOWN NR 1 ENGINE WITH EMERGENCY HANDLE AND VIBRATION CEASED. FOUND NR 1 SPINNER HAD DEPARTED AIRCRAFT, DAMAGING 2 NR 1 PROPELLER BLADE CUFFS, DUE EXCESSIVELY WORN RESERVOIR ADAPTER THREADS. REPLACED NR 1 PROPELLER, SPINNER AND RESERVOIR ADAPTER. INITIATED FLEET CAMPAIGN ITEM TO CHECK RESERVOIR ADAPTER THREADS FOR EXCESSIVE WEAR.									
2150 MALA	415XJ 340B415	SAAB 340B				HEAT EXCHANGER 7792152	FAILED MAINTENANCE BAY		3/20/98 MALA976060
DURING FLIGHT, THE RIGHT DUCT OVERTEMP LIGHT ILLUMINATED. CREW CLOSED RIGHT BLEED PUT IN AUTO MODE, REFERRED TO QRH, RECYCLED TEMP SELECT AUTO MODE AND RIGHT BLEED CLOSED AGAIN. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THE RIGHT HEAT EXCHANGER AND RIGHT COMPRESSOR DISCHARGE OVERTEMP SWITCH (PN 67121-52-440) IAW SF340MM 21-61-00. OPS CHECKS GOOD.									
2611 WWMA	234AE 340B234	SAAB 340B				SMOKE DETECTOR 72111211000	DEFECTIVE LAVATORY		3/17/98 WWMA9800052
LAVATORY SMOKE DETECTION LIGHT CAME ON IN FLIGHT WITH NO APPARENT PROBLEM. REPLACED THE LAVATORY SMOKE DETECTOR.									
2611 WWMA	261AE 340B261	SAAB 340B				SMOKE DETECTOR 72111211000	NO TEST CARGO COMPT		3/10/98 WWMA9800049
DURING PREFLIGHT, THE CARGO SMOKE DETECTOR WOULD NOT TEST. REPLACED THE AFT CARGO SMOKE DETECTOR.									
2611 WWMA	320AE 340B320	SAAB 340B				SMOKE DETECTOR 72111211000	DEFECTIVE CARGO COMPT		3/23/98 WWMA9800061
CARGO SMOKE LIGHT CAME ON, DISCHARGED THE NR 1 CARGO FIRE BOTTLE. REPLACED THE NR 1 CARGO FIRE BOTTLE AND THE FWD AND AFT CARGO SMOKE DETECTORS.									
2730 WWMA	280AE 340B280	SAAB 340B				SWITCH 6432331	DEFECTIVE RT COCKPIT		3/19/98 WWMA9800058
FIRST OFFICERS YOKE STARTED SMOKING FROM THE VERTICAL SYNC SWITCH. MAINTENANCE REPLACED THE FIRST OFFICERS VERTICAL SWITCH.									
3350 MALA	586MA 340B165	SAAB 340B				BULB 1317	FAILED CABIN		3/17/98 MALA976056
DURING INSPECTION, 2 OVERHEAD EMERGENCY LIGHT INOP AT 10C AND 11A. MAINTENANCE RELAMPED. OPS CHECK GOOD.									
3350 MALA	592MA 340B199	SAAB 340B				BULB 7239410802	FAILED CABIN		3/18/98 MALA976063
DURING INSPECTION, EMERGENCY FLOOR TRACK LIGHT AT ROW 9 INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 WWMA	234AE 340B234	SAAB 340B				BATTERY PACK 6013211	DISCHARGED CABIN		3/22/98 WWMA9800059
CABIN EMERGENCY LIGHTS FAIL TO STAY ON. REPLACED EMERGENCY BATTERY POWER PACK 20LN.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

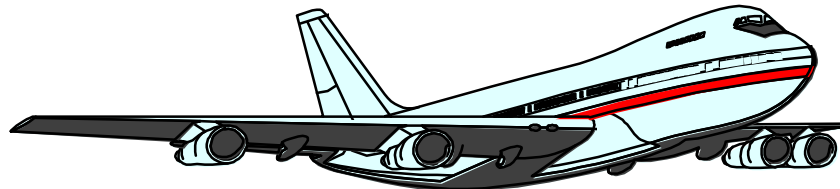
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3350 WWMA	324AE 340B324	SAAB 340B				WIRE	LOOSE CABIN		3/18/98 WWMA9800054
DURING PREFLIGHT, THE EMERGENCY FLOOR LIGHTS AT ROWS 6BC AND 7BC FAILED TO ILLUMINATE. MAINTENANCE FOUND A SOLDER CONNECTION AT FUSE HAD WORK HARDENED, RESOLDERED WIRE AND PERFORMED OPS CHECK.									
3350 WWMA	324AE 340B324	SAAB 340B				BATTERY PACK 6013211	DISCHARGED CABIN		3/17/98 WWMA9800051
FLIGHT 5004, AEX, CREW REPORTED THE EMERGENCY LIGHTS WOULD COME ON FOR A FEW SECONDS THEN GO OUT. MAINTENANCE REPLACED THE EMERGENCY LIGHT BATTERY PACKS.									
3350 WWMA	324AE 340B324	SAAB 340B				LIGHTS	MALFUNCTIONED CABIN		3/16/98 WWMA9800050
FLIGHT 5087, DFW, CREW REPORTED THE EMERGENCY LIGHTS WERE INOPERATIVE. MAINTENANCE PERFORMED OPERATIONAL CHECKS OF THE EMERGENCY LIGHT SYSTEM AND FOUND ALL LIGHTS TO FUNCTION CORRECTLY.									
3350 WWMA	332AE 340B332	SAAB 340B				BULB 1317	INTERMITTENT CABIN		3/11/98 WWMA9800053
DURING PREFLIGHT, THE EMERGENCY LIGHT ABOVE SEAT 10BC WAS INTERMITTENT. MAINTENANCE PERFORMED OPERATIONAL CHECK AND COULD NOT DUPLICATE PROBLEM, THE BULB WAS REPLACED FOR PRECAUTIONARY REASONS.									
3350 WWMA	341SB 340B341	SAAB 340B				LIGHT 7239410802	INOPERATIVE CABIN		3/18/98 WWMA9800057
DURING PREFLIGHT, FOUND THE FLOOR EMERGENCY LIGHT AT ROW 5BC INOPERATIVE. REPLACED THE FLOOR LIGHT ASSY AT 5BC.									
3350 WWMA	341SB 340B341	SAAB 340B				FUSE 192411A	BLOWN CABIN		3/18/98 WWMA9800055
DURING PREFLIGHT, THE MAIN DOOR EXIT AND EMERGENCY EXIT LIGHTS FAILED TO ILLUMINATE. REPLACED THE FUSE FOR THE EMERGENCY EXIT LIGHTS.									
3350 WWMA	356SB 340B356	SAAB 340B				FUSE	LOOSE CABIN		3/19/98 WWMA9800056
DURING PREFLIGHT, FLOOR EMERGENCY LIGHTS AT ROWS 6B AND 7B FAILED TO ILLUMINATE. MAINTENANCE TIGHTENED THE FUSE FOR THE EMERGENCY LIGHTS AT ROWS 6B AND 7B.									
3350 MALA	41XJ 041	SAAB SF340A				BULB 1317	FAILED CABIN		3/21/98 MALA976062
DURING INSPECTION, OVERHEAD EMERGENCY LIGHT INOP AT 9D. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	89XJ 089	SAAB SF340A				BULB 1317	FAILED CABIN		3/20/98 MALA976061
DURING INSPECTION, RIGHT OVERHEAD EMERGENCY LIGHT INOP AT 9D. MAINTENANCE RELAMPED, ALL CHECKS GOOD.									
3350 MALA	103XJ 340A103	SAAB SF340A				BATTERY PACK 6104789	DISCHARGED CABIN		3/17/98 MALA976057
DURING INSPECTION, RIGHT SIDE FORWARD EMERGENCY EXIT DOOR LIGHTS AND OVERHEAD LIGHTS AT ROWS 1 AND 2. MAINTENANCE RELAMPED OVERHEAD LIGHTS (PN 1317) AND INSTALLED BATTERY PACK.									
5210 WWMA	345SB 340B345	SAAB 340B				COVER 551743	DAMAGED CABIN DOOR		3/23/98 WWMA9800060
THE MAIN CABIN DOOR JAMMED IN PARTIAL OPEN/CLOSED POSITION, COULD NOT FULLY CLOSE OR OPEN THE DOOR. FOUND THE INSIDE UPPER DOOR COVER ASSY BENT AND JAMMED IN THE DOOR. REPLACED THE COVER ASSY.									

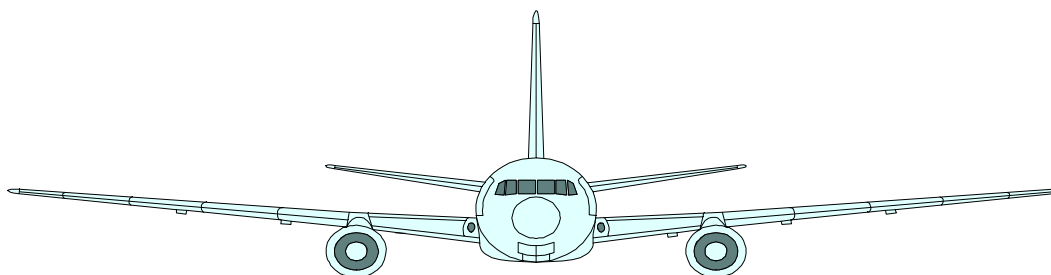
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5330	103XJ	SAAB				SKIN	DENTED		3/19/98
MALA	340A103	SF340A					BS 668-710		MALA976058
DURING HEAVY CHECK FOUND DENT, EVALUATED DAMAGE AND CONTACTED SAAB ENGINEERING. MAINTENANCE REMOVED DAMAGED AREA BETWEEN STA 668 AND STA 710 ON RIGHT SIDE OF AIRCRAFT. FABRICATED AND INSTALLED REPAIR DOUBLER AND TRIPLER IAW SAAB ENGINEERING STATEMENT 72SDS0901 TEMPORARY REPAIR, GOOD FOR UP TO 500 HOURS PENDING DAMAGE TOLERANT ANALYSIS AND SAAB 340 SRM 53-80-10 FIG 202.									
3010	601CA	STBROS				TIMER	FAILED		2/9/98
	SH3623	SD360				3D248501	TAIL DEICE		98ZZZX1168
THE TAIL DE-ICE BOOTS WERE INOPERABLE DURING THE FLIGHT. THE DE-ICE TIMER WAS REPLACED. OPS CHECK GOOD.									

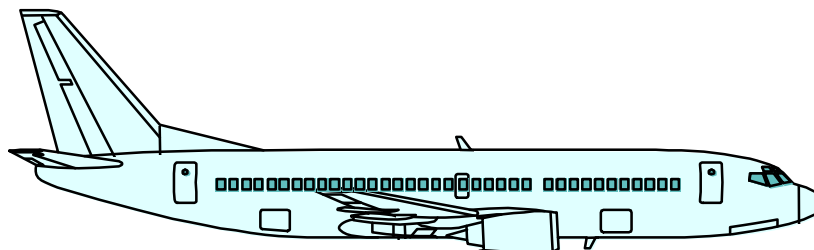
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)



INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY**3/22/98 - 3/28/98 ISSUE: 98-13 ZAC-326**

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7120			LYC T5317A			BEARING F12A11	BROKEN RT AFT EMG MT	2649	8/10/97 CA971016001
*****	(CAN) RT AFT ENGINE MOUNT BEARING FOUND LOOSE IN THE ENGINE MOUNG FITTING P/N K97211312. ON DISASSEMBLY, ONE OF THE ENGINE MOUNT BEARINGS OUTER RACE HALVES WAS FOUND SPLIT IN TWO. RETAINING LIP WAS FOUND WORN AWAY ALLOWING THE BEARING TO MOVE Laterally.								
2421		AEROSP ATR42300	PWA PW120		AUXILEC 200322	COVER 800326	BROKEN NR 2		12/18/97 CA971231026
	(CAN) AFTER TAKEOFF, THE NR 2 ACW GENERATOR WAS INDICATING "FAULT". INVESTIGATION FOUND THAT THE TERMINAL COVER WAS BROKEN AND SEPARATED FROM THE GENERATOR. SEPARATION CAUSED THE FAILURE OF THE GENERATOR. FLEET CAMPAIGN INSTITUTED.								
2750		AIRBUS A300B4203	GE CF650C2			LINK A2753301620000	BROKEN TE FLAP CONTROL		1/25/98 AU980092
	(AUS) RH INBOARD FLAP BEVEL GEARBOX TO ATTACHMENT BRACKET LINK BROKEN AT ATTACHMENT HOLE. CAUSED BY EXFOLIATION CORROSION.								
2565		AIRBUS A320212			AIR CRUISER D30664105	SLIDE A5719	DEPLOYED L1 DOOR		12/4/97 CA971223010
	(CAN) ACCIDENTAL ACTUATION OF DOOR NR 1L WITH SLIDE ENGAGED RESULTED IN SLIDE UNRAVELLING AND DOOR ASSIST SYSTEM ACTUATED. THE ARMING LEVER SAFETY PIN WAS INSERTED WITHOUT MOVING LEVER TO THE DISARM POSITION.								
2421		BAC 146200A	LYC ALF502R5			IDG 728471B	LEAKING AC GENERATOR-ALT		1/3/98 AU980079
	(AUS) NO1 ENGINE INTEGRATED DRIVE GENERATOR (IDG) LEAKING OIL FROM SIGHT GLASS.								
2910		BAC AVRO146RJ70A				O-RING	FAILED HYD GREEN SYS		1/20/98 AU980067
	(AUS) LH SPOILER RESTRICTOR FITTING `O` RING SEAL FAILED. LOSS OF GREEN SYSTEM HYDRAULIC FLUID.								
3230		BAG JETSTM3101		ROTOL R333482F12		WIRE	BROKEN LANDING GEAR RET		1/7/98 AU980074
	(AUS) LANDING GEAR WIRING CONNECTED TO THE STEERING ISOLATION VALVE PLUG PULLED OUT AND SHORTED OUT.								
3230		BEECH 1900D	PWA PT6A67D			WIRE G15E22	DAMAGED RT NAC		1/23/98 AU980095
	(AUS) LANDING GEAR ACTUATOR DOWNLOCK SWITCH WIRE LOCATED IN RH NACELLE DAMAGED PREVENTING LANDING GEAR EXTENSION AND CAUSING THE LANDING GEAR RELAY CIRCUIT BREAKER TO POP.								
2430		BEECH 65A90	PWA PT6A20			ELECT POWER	LOSS DC SYS	679	5/6/93 CA930527205
	(CAN) 10-20 MINUTES AFTER A LIGHTNING STRIKE, THE AIRCRAFT EXPERIENCED A TOTAL LOSS OF ELECTRICAL POWER. PILOT UNABLE TO RESTORE ANY SYSTEM WITH GENERATOR OR BATTERY. BATTERY VOLTAGE AT 12V. BATTERY RECHARGED AND START/GEN REPLACED. UNABLE TO DETERMINE CAUSE.								
7200		BEECH 99A	PWA PT6A28			ENGINE	CHIP LIGHT NR 1		12/22/97 519 CA971231005
	(CAN) PILOT REPORTED NR 1 ENGINE CHIP DETECTOR LIGHT CAME ON 6 MINUTES AFTER TAKEOFF. THE ENGINE WAS SHUTDOWN AND THE AIRCRAFT RETURNED TO BASE. REMOVAL OF CHIP DETECTOR REVEALED A LARGE PIECE OF METAL ACROSS THE LUGS. THE ENGINE WAS A LOANER AND WAS RETURNED TO THE OVERHAUL FACILITY FOR DISPOSITION. THE ENGINE HAS NOT BEEN SPLIT TO DETERMINE THE SOURCE OF THE METAL. PART TC: 718.								

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2760		BOEING 737377				CABLE	FRAYED LT-RT SPOILER		1/13/98 AU980062
(AUS) LH AND RH WING SPOILER CABLES FRAYED. CABLES AFFECTED, PNO WSB1-4 AND PNO WSB2-4 IN RH WING AND PNO WSB2-3 AND PNO WSB1-3 IN LH WING.									
2910		BOEING 737476				PIPE 312A101028	WORN HYD MAIN		1/31/98 AU980093
(AUS) HYDRAULIC PIPE LOCATED IN NO1 PYLON CHAFED AND LEAKING. PIPE HAD BEEN CHAFING ON A PIPE PIN WHICH WAS PART OF THE ENGINE CHANGE EQUIPMENT AND WHICH WAS WEDGED BELOW THE PIPE. FOD. PERSONNEL/MAINTENANCE ERROR.									
3246		BOEING 7372H4			BENDIX 26015711	BOLT 2501483	BROKEN WHEEL HALF		12/9/97 CA971222004
(CAN) ON SERVICE CHECK, FOUND ONE WHEEL HALF BOLT MISSING. WHEEL ASSEMBLY REPLACED.									
5312		BOEING 737476				BULKHEAD 651630084	CRACKED FWD PRESS		1/30/98 AU980094
(AUS) FORWARD PRESSURE BULKHEAD CONTAINED THREE CRACKS IN THE WEBS ANDTWO CRACKS IN THE CHORDS. ALSO FOUND A CRACKED BRACKET SUPPORTING THE HORIZONTAL INTERCOSTAL AT WL207 AND LBL17.									
5330		BOEING 737275	PWA JT8D9			SKIN	CRACKED BS 767-787	28182	4/19/93 CA930518101
(CAN) DURING PREFLIGHT WALKAROUND, CREW DETECTED 3.5 INCH CRACK IN FUSELAGE SKIN BETWEEN STA 767 AND STA 787 ON LT SIDE WL 240.5. AIRCRAFT TT: 35,126 HOURS.									
5751		BOEING 737242C	PWA JT8D9A			SKIN 6546454504	DELAMINATED RT AILERON		12/12/97 CA971231021
(CAN) RIGHT AILERON UPPER SURFACE OUTER END APPROXIMATELY ONE SQUARE FOOT DELAMINATED. REPLACED. AIRCRAFT TT: 70,002 HOURS.									
2565		BOEING 747438			7A1323107	RESERVOIR 5A26441	INCORRECT FIT ESCAPE SLIDE		1/5/98 AU980070
****	(AUS) UPPER DECK ESCAPE SLIDE UPPER TUBE INFLATION BOTTLE INCORRECTLY INSTALLED RESULTING IN FLATTENED DISCHARGE LINES. FOUND DURING WORKSHOP INSPECTION FOLLOWING REMOVAL FROM AIRCRAFT.								
2611		BOEING 757200				TUBE	CONTAMINATED SMOKE DETECTION		1/18/98 AU980076
(AUS) CARGO BAY SMOKE DETECTOR SAMPLING TUBES CONTAMINATED WITH DUST CAUSING FALSE WARNINGS.									
2910		BOEING 75728A				PRESSURE SWITCH 211C223326	LEAKING RUDDER		12/13/97 CA971223012
(CAN) AIRCRAFT RETURNED DUE TO RUDDER RATION EICAS MESSAGE. LEFT HAND PRESSURE SWITCH S27 REPLACED.									
2421		BOEING 767338				GENERATOR AM739515B	FAILED LT IDG		1/3/98 AU980073
(AUS) LH INTEGRATED DRIVE GENERATOR (IDG) FAILED.									
5330		BOEING 767204	GE CF680A			SKIN	DAMAGED BS 485		1/12/98 AU980063
(AUS) FUSELAGE SKIN AND STRINGER 31R LOCATED AT STN 485 DAMAGED BY FORK LIFT DURING LOADING OF FORWARD CARGO HOLD.									
2822		BRAERO HS7482A			PLESSEY BP1RSMK6	BOOST PUMP BP1RSMK6	NOISY FUEL SYS	829	11/17/97 CA971223006
(CAN) FUEL BOOST PUMP VERY NOISY DURING OPERATION.									

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2910		BRAERO HS7482A			AIR454282	SWITCH AIR454282	LEAKING HYD FLOW	11/25/97 3534	CA971223007
(CAN) HYDRAULIC FLOW SWITCH LEAKING FROM OUTPUT SHAFT. REPLACED.									
2921		BRAERO HS7482A				ACCUMULATOR AIR44420	LEAKING HYD SYS	11/17/97 CA971223005	
(CAN) NITROGEN AIR CHARGE LEAKING PAST PISTON INTO HYDRAULIC FLUID SYSTEM. REPLACED.									
8520		CESSNA 150L	CONT O200A		643250	DOWEL 637832	SHEARED STARTER CLUTCH	9/14/97 388	CA971231011
(CAN) ENGINE LOG STATES STARTER CLUTCH WAS CHANGED AT AN UNDETERMINED TIME PRIOR TO THIS FAILURE. THE DOWEL ASSEMBLY THAT RETAINS THE STARTER CLUTCH ADAPTER APPEARS TO HAVE SHEARED. THIS CONDITION ALLOWED THE ADAPTER TO MOVE FREELY IN ITS BORE RESULTING IN GEAR MISALIGNMENT AND SUBSEQUENT PRESSURES THAT FAILED THE CRANKCASE. THE REASON FOR THE DOWEL FAILURE IS UNKNOWN, BUT POSSIBLE INCORRECT INSTALLATION OF THE STARTER CLUTCH ASSEMBLY (P/N 643231) CAUSED THE DOWEL TO FAIL.									
7322		CESSNA 182Q	CONT O470U			CARBURETOR 105284	FAILED ENGINE	12/14/97 923	CA971223011
(CAN) SEVERE CARBURETOR FLOODING ON GROUND RUN-UP, HARD STARTING AND FOULING OF SPARK PLUGS. FUEL WAS SEEN LEAKING FROM THE CARBURETOR. ENGINE FAILED TO SHUTDOWN USING MIXTURE CONTROL AND SEVERE BACKFIRING OCCURRED. THE CARBURETOR WAS REPLACED AND THE PROBLEM WAS ELIMINATED.									
2910		CNDAIR CL6002A12	GE CF341A		600751183	CHECK VALVE ACA3581D71	FAILED HYD SYS	9545 CA971222010	12/18/97
(CAN) WITH AIRCRAFT FLAPS AT 20 DEGREES, NR 1 ELECTRIC PUMP NOT ON. MASTER CAUTION ON, AND CONTINUOUSLY COMING ON IF ELECTRIC PUMP NOT SELECTED ON. MAINTENANCE FOUND THAT THE ENGINE PRESSURE CHECK VALVE AND THE ELECTRIC PUMP PRESSUE HYDRAULIC SYSTEM CHECK VALVE WERE BOTTOMED AGAINST THE DIAPHRAGM SHUT-OFF P/N ACA686-25D3, IN PRESSURE MANIFOLD P/N 600-75118-3. SUBMITTER NOTES THE MANIFOLD HAS NO SHOULDER FOR THE CHECK VALVES TO BOTTOM ON, AND CAN BE SCREWED IN FAR ENOUGH TO CONTACT THE DIAPHRAGM SHUT OFF CAUSING DAMAGE TO THE DIAPHRAGM.									
2435		DHAV DHC6300	PWA PT6A27		LUCAS 23048004	BEARING 9204SSX10	UNAPPROVED START/GEN	12/18/97 987	CA971231025
*****	(CAN) INSPECTION FOUND THAT THE BEARINGS WERE UNAPPROVED FOR THIS INSTALLATION. THE BEARING FOUND WAS MANUFACTURED BY BARDEN. ONLY LUCAS BEARINGS P/N 03-6010-18 SHOULD BE USED. THERE WAS ALSO A BRASS SHIM BETWEEN THE DRIVE SHAFT AND THE DAMPER HUB ALLOWING THE HUB TO SIT LOWER DOWN ON THE SHAFT. THIS IS ALSO AN UNAPPROVED PRACTICE. IN ADDITION, THE FRONT END BELL LINER WAS NOT REPAIRED PER APPROVED SPECS.								
3320		DHAV DHC6100	PWA PT6A20			CIRCUIT BREAKER D727185	FUSED COCKPIT OVERHEAD	12/12/97 CA971231030	
(CAN) WHEN GROUND POWER APPLIED, AND CABIN LIGHTS SELECTED ON, SMOKE WAS OBSERVED COMING FROM THE OVERHEAD CIRCUIT BREAKER PANEL. WIRING FOR THE LEFT HAND CABIN LIGHTS DIM WAS FOUND COMPLETELY BURNT. THE 5 AMP CIRCUIT BREAKER WAS FUSED IN THE CLOSED POSITION. THE CB COULD NOT TRIP AND THE FIRST DIM LIGHT SOCKET WAS SHORTED CAUSING THE PROBLEM. SEVERAL SOCKETS WERE REPLACED BECAUSE OF CORROSION AND BAD CONNECTIONS. SUBMITTER SUSPECTS THAT THE CB PROBLEM MAY HAVE BEEN CAUSED BY REPEATED RESETTNG OF IT IN-FLIGHT.									
3220		DHAV DHC7*				ACTUATOR 165007	UNLOCKED NLG DOWNLOCK	1/23/98 CA980303002	
(CAN) AIRCRAFT IN RUN-UP AREA WITH ALL ENGINES RUNNING. FLIGHT CREW COMPLETING CHECKLIST PRIOR TO FLIGHT. FOR UNKNOWN REASON, PILOT PULLED 'EMERGENCY DOOR ACCESS PANEL'. THIS RESULTED IN UNSAFE GEAR LIGHT IN CAUTION PANEL AND THEN COLLAPSE OF NOSE GEAR. UNDER INVESTIGATION BY MANUFACTURER.									
5711		DHAV DHC7*	PWA PT6A50			SPAR	CRACKED REAR	5813 CA930611410	6/2/93
(CAN) DURING CORROSION CHECK, A CRACK WAS DETECTED IN THE CENTER SECTION REAR SPAR. CRACK ORIGINATED AT THE INBOARD RIVET OF THE LOWER ATTACH POINT ANCHOR NUT FOR THE FLAP POWER CONTROL UNIT AND EXTENDED OUTBOARD APPROXIMATELY 3 INCHES. PART TC: 1,402.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2700		DHAV DHC8311				CIRCUIT BREAKER 43100012	CHAFED 26 VAC.Q1	13	12/10/97 CA971223003
(CAN) THE POWERED FLIGHT CONTROL SYSTEM (PFCS) CIRCUIT BREAKER WAS TRIPPING. CB LOCATED ON THE LEFT 26VAC BUS, POSITION Q1. APPARENT CAUSE WAS THE CIRCUIT BREAKER LOAD TERMINAL WAS SHORTING TO GROUND VIA THE MOUNTING BRACKET SUPPORTING 2423-P1. BRACKET WAS TRIMMED TO ACCOMMODATE. THIS WAS A FACTORY NEW AIRCRAFT. MANUFACTURER QA WAS NOTIFIED.									
2750		DHAV DHC8301	PWA PW123		734187B	COUPLING	FAILED NR 1 LT FLAP DRV		12/5/97 CA971231012
(CAN) DURING DESCENT, A FLAP DR WARN LIGHT ILLUMINATED. MAINT FND PRIMARY DR TQ TUBE CAME OFF INBD SIDE OF LT INBD NR 1 FLAP BALLSCREW ACTUATOR AND CAUSED TQ SENSOR TO COUPLE AND ILLUMINATE FLAP DR WARN LIGHT. INVEST REVEALED FLAP DR COUPLING MOVED OFF SPLINE BECAUSE IT WAS MIS- INSTALLED. LOCKING BOLT FND SECURELY INSTALLED THRU HOLE IN TQ TUBE COUPLING. HOLE IN BALLSCREW SPLINE DR NOT LINED UP. SUBMITTER NOTES , 1/2 LOCKING HOLE COULD BE SEEN, APPROX .50 INCH OF SPLINE VISIBLE. CORRECT INST-.1250 INCH TO .25 INCH SPLINE SEEN WHEN HOLES ALIGNED AND LOCKING BOLT INST. LUB CAN HIDE LOCKING HOLE. SUBMITTER HAS ISSUED A COMPANY ADVISORY.									
2760		DHAV DHC8102	PWA PW120A			TUBE 82950010149	LEAKING ROLL SPOILER	25319	11/19/97 CA971219043
(CAN) ROLL SPOILER HYDRAULIC LINE FOUND LEAKING. PART TC: 29,237.									
3150		DHAV DHC8102	PWA PW120A			WARNING LIGHT	FAULTY CENTRAL WARNING		1/31/98 AU980080
(AUS) MASTER CAUTION LIGHT ILLUMINATED DURING TAKEOFF. INDIVIDUAL CAUTION LIGHT COULD NOT BE IDENTIFIED AND ALL SYSTEMS CHECKED OUT SERVICEABLE.									
3231		DHAV DHC8102	PWA PW120A			LINE 82970010175	CRACKED LH DOOR OPEN		12/11/97 CA971231013
(CAN) LEFT GEAR DOOR OPEN LINE LEAKING FROM A CRACK IN THE BEND.									
3320		DHAV DHC8102				LAMPHOLDER BV033001248	BURNT ROW 2AC		12/8/97 CA971222007
(CAN) AFTER TAKEOFF, PASSENGERS SMELLED AND SAW SMOKE AT ROW 2AC OVERHEAD BIN AREA. AIRCRAFT RETURNED TO FIELD. MAINTENANCE FOUND OVERHEAD LIGHT BULB ARCING AT CONNECTION.									
7170		DHAV DHC8301	PWA PW123			LINE 87170029001	CRACKED COMBUSTION SECT		12/10/97 CA971222009
(CAN) FUEL LEAK ON NR 1 ENGINE PRIOR TO START. INVESTIGATION FOUND THE FUEL MANIFOLD DRAIN LINE FROM THE BANJO FITTING TO THE MAIN DRAIN LINE WAS CRACKED AND BROKEN AT THE FLARE. THIS DRAIN IS LOCATED AT THE SIX O'CLOCK POSITION OF THE COMBUSTION SECTION. THE LINE WAS REPLACED, TESTED SERVICEABLE, AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
2752		EMB EMB120RT	PWA PW118A			ACTUATOR 3203001007	FAILED TE FLAP ACTUATOR		1/20/98 AU980078
(AUS) RH OUTBOARD FLAP ACTUATOR FAULTY. INVESTIGATION FOUND THAT THE ACTUATOR WAS NOT KEEPING THE FLAP WITHIN THE TOLERANCE OF DISAGREEMENT WITH THE OTHER FLAPS.									
2720		FOKKER F27MK50				TENSIONER	CRACKED RUDDER CONTROL		1/15/98 AU980087
(AUS) RUDDER/ELEVATOR CABLE TENSION REGULATOR LH SUPPORT BOX BEAM CRACKED IN TWO PLACES. CRACK LENGTHS 25MM (0.984IN)									
2912		FOKKER F27MK50				FILTER QAO6881	FAULTY HYD SYS		2/3/98 AU980088
(AUS) HYDRAULIC SYSTEM RETURN FILTER FAULTY.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3240		FOKKER F27MK50				LOOM F8912001401	INCORRECT ASSY PARKING BRAKE		1/30/98 AU980068
(AUS) PARK BRAKE ELECTRICAL WIRING INCORRECTLY CONNECTED DURING INCORPORATION OF SB F50-32-018. PERSONNEL/MAINTENANCE ERROR.									
2730		FRCHLD SA227DC			REP4ML6	ROD END REP4MR	DAMAGED ELEVATOR CONTROL		2/5/98 AU980096
(AUS) ELEVATOR CONTROL ROD RODEND RETAINER/DUST COVERS DAMAGED. FOUND DURING INSPECTION IAW SB CC7-27-010.									
2742		FRCHLD SA227DC		MCAULY 4HFR34C652	SWRNGN ACTUATOR	FITTING 2743062913	CRACKED HORIZ STAB ACT		1/7/98 AU980065
(AUS) HORIZONTAL STABILISER PITCH TRIM ACTUATOR FITTING CRACKED.									
2752		FRCHLD SA227DC		MCAULY 4HFR34C652		ACTUATOR 2736053003	CRACKED TE FLAP ACTUATOR		1/29/98 2417 AU980083
(AUS) RH WING FLAP ACTUATOR HOUSING CRACKED CIRCUMFERENTIALLY AND LEAKING HYDRAULIC FLUID. CRACK IS LOCATED APPROXIMATELY 5.5MM (0.218IN) FROM THE BASE OF THE ACTUATOR CYLINDER. CRACK LENGTH APPROXIMATELY 32MM (1.25IN).									
6123		JETAIR JETSTM4101	GARRTT TPE33114GR	MCAULY B5JFR36C1101		PUMP 4049AA	FAILED PROP FEATHER		1/4/98 AU980090
(AUS) PROPELLER UNFEATHERING PUMP FAILED.									
5751		LKHEED 132923D			JW10501	CASTING JW3602R	CRACKED RT AIL CTRWT	8850	12/11/97 CA971231023
(CAN) DURING INSPECTION, FOUND RT AILERON COUNTERWEIGHT CASTING ATTACH CRACKED THROUGH BETWEEN 2 BOLTS. REPLACED. PART TC: 5,513.									
6114		PIPER PA30	LYC IO320B1A	HARTZL HCE2YL2	83021	SCREWS AN501A41610	LOOSE LATCH STOP	1140	12/20/97 CA971231020
(CAN) UPON REMOVAL OF THE PROPELLER CYLINDER FOR PROP OVERHAUL, FOUND 3 OF THE 4 SCREWS (AN501-A416-10) HAD VIBRATED COMPLETELY OFF THE LATCH STOP UNIT WHICH SECURES IT TO THE CYLINDER. THE 4TH SCREW HAD LOCKTITE ON THE SCREW THREADS. BUT THE SCREWS WERE NOT COMPLETELY SECURED TO THE LOCK STOP BASE. TWO OF THE 4 LATCH PINS WERE HOLDING THE PROPELLER BLADES IN THE LATCH POSITION. THE OTHER 2 WERE STUCK IN THE EXTENDED POSITION. THE PITCH STOP BRACKET WAS ALSO DAMAGED.									
6111		PIPER PA31	LYC TIO540A2C	HARTZL HCE3YR2A	HARTZL FC84686R	LOCKING PINS 57A0285	MISSING PROP	494	12/20/97 CA971231019
(CAN) DURING INSPECTION PRIOR TO DECONTAMINATION, FOUND THE COUNTERWEIGHT LOCKING ROLL PINS WERE MISSING ON ALL THREE BLADES (6 BOLTS). ALSO, THE COUNTERWEIGHT BOLTS WERE NOT DRILLED FOR THE 57A0285 ROLL PINS.									
3246		SAAB SF340A	GE CT75A2	ROTOL R3204123F1		WHEEL 50092371	FAILED BEARING HOUSING		1/24/98 1285 AU980086
(AUS) WHEEL INBOARD BEARING HOUSING BROKEN UP. SECONDARY DAMAGE TO THE BRAKE UNIT. WHEEL HAD BEEN REPAIRED 2586 LANDINGS PREVIOUSLY BY THE INSTALLATION OF A BUSHING BETWEEN THE WHEEL BEARING OUTER CUP AND THE BEARING HOUSING (REPAIR SCHEME R2 CMM32-41-16).									
2430		SWRNGN SA226TC				RELAY A703EB	CONTACT BROKEN BATTERY MASTER	27414	12/10/97 CA971222006
(CAN) ON APPROACH, LT WING OVERHEAT ON AND FLASHING. ALSO, THE LT BATTERY FAULT LIGHT CAME ON MOMENTARILY. BATTERIES DID NOT DISCONNECT. LT BLEED AIR WAS OFF. LT GENERATOR WAS TURNED OFF, AND WING OVERHEAT STAYED ON. GEAR SELECTED DOWN AND THEN RETRACTED AFTER THREE MINUTES, AND WING OVERHEAT STAYED ON. LT ENGINE SHUT DOWN, AND AIRCRAFT LANDED OK. LT BATTERY RELAY REPLACED. BROKEN CONTACT FOUND INSIDE RELAY. PART TC: 24,262.									

(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**3/22/98 To 3/28/98 ISSUE: 98-13 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	14	5	0	2	1	0	0	22
	CA	0	13	5	0	4	2	4	1	29
	GL 05	0	2	0	0	0	0	0	0	2
	GL 13	0	0	1	0	0	0	0	0	1
	GL 23	0	0	0	0	0	0	1	0	1
	SW 07	0	0	0	0	1	0	0	0	1
A6WA	GL 31	0	9	2	1	40	0	4	0	56
AALA	SW 07	0	0	9	0	1	0	0	0	10
ABXA	GL 23	0	0	1	0	26	0	0	0	27
AKGR	CE 05	0	0	1	0	0	0	0	0	1
AMTA	GL 11	0	1	0	0	0	0	0	0	1
ANCF	SO 23	0	0	0	0	0	0	1	0	1
ARWA	SO 19	0	0	1	0	1	0	0	0	2
AWXA	WP 28	0	0	1	0	0	0	0	0	1
CALA	SW 09	0	4	7	0	90	0	0	1	102
CKSA	GL 23	0	1	1	0	68	0	0	0	70
COMA	SO 01	0	2	4	0	3	0	1	0	10
DALA	SO 27	0	4	10	0	20	0	2	0	36
E9WA	SO 05	0	1	0	0	0	0	0	0	1
EIAA	NM 09	0	0	0	0	0	0	1	0	1
FDEA	SO 25	0	1	4	0	9	0	0	0	14
GAIA	SW 07	0	1	1	0	0	0	0	0	2
I5EA	WP 07	0	1	1	0	0	0	0	0	2
IPXA	SO 01	0	0	8	0	27	0	0	0	35
MALA	GL 15	0	2	6	0	1	0	0	0	9
MWEA	GL 31	0	3	4	0	5	0	0	0	12

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
NI2R	CE 03	0	0	0	0	1	0	0	0	1
NWAA	GL 01	0	5	20	0	6	0	8	0	39
ORJA	WP 11	0	0	14	0	0	0	0	0	14
P5CA	WP 23	0	0	0	0	11	0	0	1	12
QXEA	NM 09	0	0	5	0	103	0	1	0	109
RAAA	AL 03	0	0	4	0	2	1	0	0	7
RAIA	CE 03	0	1	0	0	14	0	1	0	16
RRXA	WP 15	0	0	1	0	1	0	0	0	2
SABA	SO 33	0	0	0	0	0	0	1	0	1
SCNA	GL 15	0	0	0	0	1	0	0	0	1
SIMA	SW 21	0	0	1	0	0	0	0	0	1
SWAA	SW 07	0	0	1	0	16	0	0	0	17
SWIA	NM 07	0	1	4	0	2	0	0	0	7
TAOA	EA 15	0	0	1	0	0	0	0	0	1
TC8A	GL 23	0	0	0	0	0	0	2	0	2
TFAA	SO 15	0	0	0	0	0	0	0	1	1
TIMA	NM 07	0	1	0	0	0	0	0	0	1
TWAA	CE 05	0	3	7	1	2	0	2	0	15
UALA	WP 29	0	0	0	0	1	0	0	0	1
USAA	EA 19	0	1	5	1	1	0	0	0	8
VJ6A	SO 11	0	0	1	0	1	0	0	0	2
VNAA	GL 07	0	1	2	0	1	1	0	0	5
VTZA	EA 27	0	7	16	0	14	4	5	0	46
WWMA	WP 15	0	4	8	0	1	0	0	0	13
TOTALS		0	83	162	3	476	9	34	4	771

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**3/22/98 To 3/28/98 ISSUE: 98-13 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	0	0	0	0	0	1	0	1
AEROSP	ATR42300	0	1	1	0	14	0	0	0	16
AIRBUS	A300B4203	0	1	0	0	0	0	0	0	1
AIRBUS	A320212	0	1	0	0	0	0	1	0	2
BAC	146200A	0	1	0	0	0	0	0	0	1
BAC	AVRO146RJ70A	0	1	0	0	0	0	0	0	1
BAG	BAE146200A	0	3	0	0	3	0	1	0	7
BAG	BAE146300A	0	6	2	1	37	0	3	0	49
BAG	JETSTM3101	0	0	1	0	0	0	0	0	1
BAG	JETSTM3201	0	6	5	0	8	3	4	0	26
BEECH	1900D	0	0	1	0	0	0	0	0	1
BEECH	400A	0	0	1	0	0	0	0	0	1
BEECH	65A90	0	1	0	0	0	0	0	0	1
BEECH	99A	0	1	0	0	0	0	1	0	2
BEECH	B300C	0	0	0	0	1	0	0	0	1
BOEING	727214	0	1	1	0	0	0	0	0	2
BOEING	72722	0	0	1	0	1	0	0	0	2
BOEING	727222	0	0	0	0	1	0	0	0	1
BOEING	727225	0	0	3	0	0	0	0	0	3
BOEING	727227	0	2	0	0	69	0	0	0	71
BOEING	72722C	0	0	3	0	2	0	0	0	5
BOEING	727231	0	0	4	0	0	0	0	0	4
BOEING	727232	0	3	1	0	11	0	1	0	16
BOEING	727233	0	0	1	0	6	0	0	0	7
BOEING	727247	0	1	2	0	7	0	0	0	10
BOEING	72724C	0	1	1	0	0	0	0	0	2
BOEING	72725	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	72725C	0	0	3	0	2	0	0	0	5
BOEING	72727C	0	0	1	0	0	0	0	0	1
BOEING	7272J4	0	0	0	0	1	0	0	0	1
BOEING	737242C	0	0	0	0	1	0	0	0	1
BOEING	737275	0	0	0	0	1	0	0	0	1
BOEING	7372H4	0	0	2	0	1	0	0	0	3
BOEING	7372H5	0	1	0	0	0	0	0	0	1
BOEING	7372U9	0	0	1	0	0	0	0	0	1
BOEING	737377	0	1	0	0	0	0	0	0	1
BOEING	7373G7	0	0	0	0	11	0	0	0	11
BOEING	7373T0	0	0	2	0	1	0	0	0	3
BOEING	7373T5	0	0	0	0	4	0	0	0	4
BOEING	737476	0	1	0	0	1	0	0	0	2
BOEING	747122	0	0	0	0	11	0	0	1	12
BOEING	747251F	0	0	0	0	0	0	3	0	3
BOEING	747273C	0	0	0	0	0	0	1	0	1
BOEING	747438	0	1	0	0	0	0	0	0	1
BOEING	747451	0	0	1	0	0	0	0	0	1
BOEING	757200	0	1	0	0	0	0	0	0	1
BOEING	757212	0	0	1	0	0	0	0	0	1
BOEING	757223	0	0	1	0	0	0	0	0	1
BOEING	757224	0	0	2	0	0	0	0	0	2
BOEING	75723A	0	0	0	0	0	0	1	0	1
BOEING	75724APF	0	0	1	0	0	0	0	0	1
BOEING	757251	0	1	0	0	0	0	0	0	1
BOEING	75728A	0	1	0	0	0	0	0	0	1
BOEING	7572Q8	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	767204	0	0	0	0	1	0	0	0	1
BOEING	767223	0	0	1	0	0	0	0	0	1
BOEING	767231	0	1	0	0	0	0	0	0	1
BOEING	767323	0	0	2	0	0	0	0	0	2
BOEING	767332	0	0	1	0	2	0	0	0	3
BOEING	767338	0	1	0	0	0	0	0	0	1
BRAERO	BAE125800A	0	1	0	0	0	0	0	0	1
BRAERO	HS125700A	0	1	0	0	0	0	0	0	1
BRAERO	HS7482A	0	3	0	0	0	0	0	0	3
CESSNA	150L	0	0	0	0	0	0	0	1	1
CESSNA	182Q	0	0	0	0	0	0	1	0	1
CESSNA	650	0	1	0	0	0	0	0	0	1
CESSNA	750	0	0	1	0	0	0	0	0	1
CNDAIR	CL6002A12	0	1	0	0	0	0	0	0	1
CNDAIR	CL6002B19	0	0	3	0	3	0	0	0	6
CVAC	24013	0	0	0	0	0	0	0	1	1
DHAV	DHC6100	0	0	1	0	0	0	0	0	1
DHAV	DHC6300	0	1	0	0	0	0	0	0	1
DHAV	DHC7*	0	0	1	0	1	0	0	0	2
DHAV	DHC8102	0	2	5	0	0	0	0	0	7
DHAV	DHC8301	0	1	0	0	0	0	1	0	2
DHAV	DHC8311	0	1	0	0	0	0	0	0	1
DORNER	DO328100	0	1	2	0	1	1	0	0	5
DOUG	DC1010F	0	0	0	0	2	0	0	0	2
DOUG	DC1030	0	2	1	0	22	0	0	0	25
DOUG	DC1040	0	0	0	0	0	0	2	0	2
DOUG	DC861	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC862	0	0	0	0	1	0	2	0	3
DOUG	DC863	0	1	0	0	0	0	0	0	1
DOUG	DC863F	0	0	3	0	86	0	0	0	89
DOUG	DC871F	0	0	1	0	8	0	0	0	9
DOUG	DC873F	0	0	2	0	16	0	0	0	18
DOUG	DC914	0	0	3	0	5	0	0	0	8
DOUG	DC915	0	0	1	0	1	0	0	0	2
DOUG	DC931	0	2	10	0	3	0	0	0	15
DOUG	DC932	0	4	8	0	5	0	2	0	19
DOUG	DC933F	0	0	0	0	1	0	0	0	1
DOUG	DC951	0	1	6	0	0	0	0	0	7
DOUG	DC981	0	0	2	1	0	0	0	0	3
DOUG	DC982	0	1	10	1	0	0	1	1	14
DOUG	DC983	0	0	7	0	0	0	1	0	8
DOUG	DC987	0	0	4	0	0	0	0	0	4
DOUG	MD88	0	0	0	0	2	0	0	0	2
DOUG	MD9030	0	0	1	0	0	0	0	0	1
EMB	EMB120ER	0	1	4	0	1	0	0	0	6
EMB	EMB120RT	0	3	1	0	1	0	1	0	6
FOKKER	F27MK50	0	2	1	0	0	0	0	0	3
FOKKER	F28MK0100	0	1	1	0	1	0	0	0	3
FOKKER	F28MK4000	0	0	4	0	103	0	1	0	108
FRCHLD	SA227DC	0	3	0	0	0	0	0	0	3
JETAIR	JETSTM4101	0	2	11	0	6	2	3	0	24
LEAR	25D	0	0	0	0	0	0	1	0	1
LEAR	55C	0	0	0	0	1	0	0	0	1
LKHEED	10113851	0	1	2	0	0	0	0	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	11-18	21-29	SDR TOTALS BY FAA ATA SYSTEM CHAPTER				71-79	80-85	TOTAL
				30-38	45-49	51-57	61-67			
LKHEED	1011385115	0	0	1	0	6	0	0	0	7
LKHEED	10113853	0	0	0	0	0	0	1	0	1
LKHEED	132923D	0	0	0	0	1	0	0	0	1
LKHEED	188C	0	0	1	0	0	1	0	0	2
PIPER	PA30	0	0	0	0	0	1	0	0	1
PIPER	PA31	0	0	0	0	0	1	0	0	1
SAAB	340B	0	5	10	0	1	0	0	0	16
SAAB	SF340A	0	0	4	0	1	0	0	0	5
STBROS	SD360	0	0	1	0	0	0	0	0	1
SWRNGN	SA226TC	0	1	0	0	0	0	0	0	1
TOTALS		0	83	162	3	476	9	34	4	771

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**3/22/98 To 3/28/98 ISSUE: 98-13 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
A6WA	AIR WISCONSIN AIRLINES CORPORATION	GL31
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
AKGR	EXECUTIVE BEECHCRAFT INC	CE05
AMTA	AMERICAN TRANS AIR INC	GL11
ANCF	AEROVIAS NACIONALES DE COLOMBIA S A	SO23
ARWA	ARROW AIR INC	SO19
AWXA	AMERICA WEST AIRLINES INC	WP28
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
E9WA	EASTWIND AIRLINES INC	SO05
EIAA	EVERGREEN INTERNATIONAL AIRLINES IN	NM09
FDEA	FEDERAL EXPRESS CORP	SO25
GAIA	KITTY HAWK AIRCARGO INC	SW07
ISEA	SWIFT AIR	WP07
IPXA	UNITED PARCEL SERVICE CO	SO01
MALA	MESABA AVIATION INC	GL15
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
NI2R	ST LOUIS TESTING LABORATORIES INC	CE03
NWAA	NORTHWEST AIRLINES INC	GL01
ORJA	RENO AIR INC	WP11
P5CA	POLAR AIR CARGO INC	WP23
QXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SABA	CCAIR INC	SO33
SCNA	SUN COUNTRY AIRLINES INC	GL15
SIMA	SIMMONS AIRLINES INC	SW21
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TFAA	TRANS FLORIDA AIRLINES INC	SO15

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
TWAA	TRANS WORLD AIRLINES INC	CE05
UALA	UNITED AIR LINES INC	WP29
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
WWMA	WINGS WEST AIRLINES INC	WP15
(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)		

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.